

MOTOR AGE

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CHRONOLOGICAL STORY OF THE TOUR



AN EARLY MORNING START FROM POUGHKEEPSIE

SYRACUSE, N. Y., Feb. 28—Although there are not a hundred cars on the St. Louis tour, nor half that number, the trip is voted a huge success by those who are taking part. Seventy-

five people form a big crowd. There will be twenty-seven cars out of here, it is said tonight. In a run of 50 to 125 miles thirty cars may keep well away from each other and out of the dust and yet finish within an hour. Steady additions to the party from this time on will soon bring the total up to a hundred cars, and then the starts will be made earlier than at present by some, so it will be just as enjoyable. Starts are now being made early by all in order that the next city may be reached early, giving the afternoon and evening for enjoyment. Few of the tourists complain of even feeling tired, a few have faces on them like boiled lobsters, for these men came from offices and being in the sun from 5 to 10 hours a day is unusual with them.

The run of today was 50 miles only. Some of the cars started very early and others did not start until about noon. There was no scorching and no attempt to make fast time. The little Franklin got away at 6:30 and came home to Syracuse in 3 hours, piloted by Harry Esselsteyn. The huge special Peerless of Harlan W. Whipple came through also in 3 hours. The trip might have been made in 2 easily enough, under proper conditions, for a new road was paid out by the pilot car. When the

rain fell there was trouble, for red clay abounds in this stretch and red clay is treacherous, indeed. The cars bowled along not knowing of the clay and many almost came to grief at a point where the sand roads merged into the other. Side slips were taken and tonight the tourists are relating wonderful stories of narrow escapes. The cars flew from one side to the other of the road, went through ditches, even through fences, and some turned around on the road. None turned over and none was injured other than the breaking of a chain or smudging of plugs. The rain fell in torrents for a time and mudlarks from last year's endurance run, who are making the trip, felt quite at home once more, and smiled through their goggles at thoughts that perhaps this might be another Pittsburg run. But the rain was not that bad and only sufficient fell to

make the roads slippery and treacherous after it stopped. It was then that trouble came, for the dust had been laid nicely and the cars ran from one sort of road to another without foreseeing the trouble.

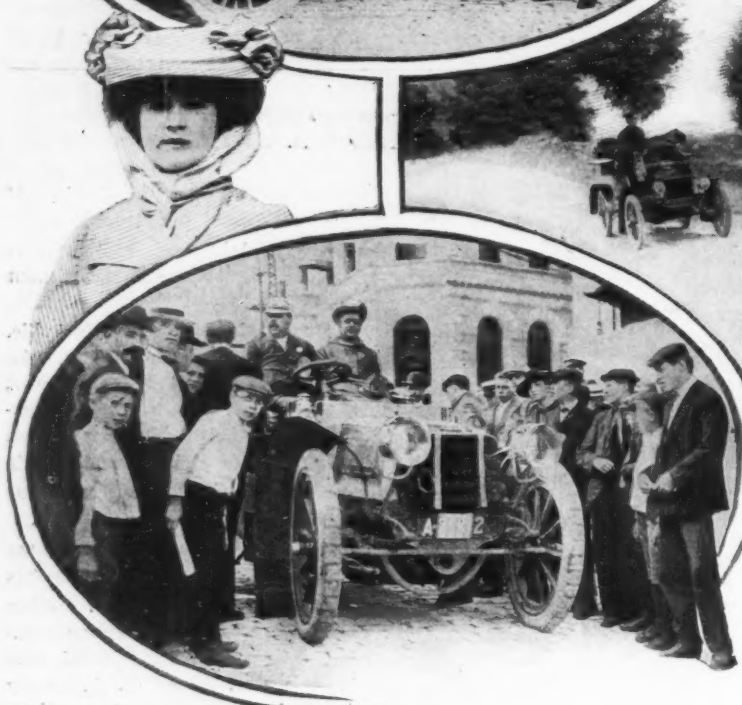
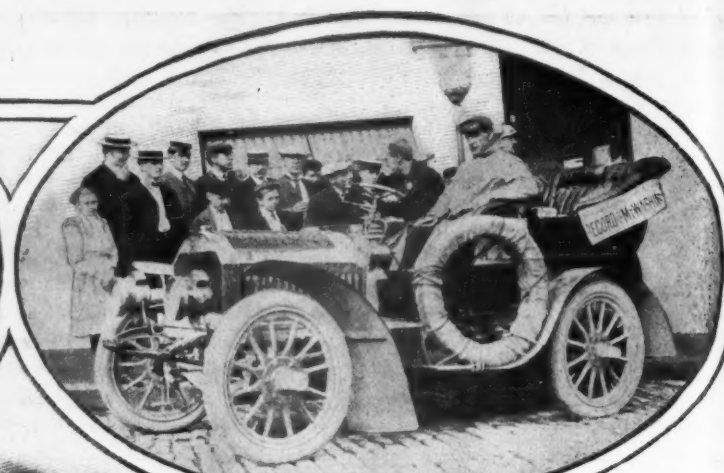
The towns passed through were Yorkville, New York Mills, Kirkland, Vernon, Oneida, Chittenango, Fayetteville and into Syracuse, paying toll at two gates. The route is recommended to tourists as better than any other. The pilot car had laid confetti well and the absence of necessity of using route cards was much appreciated.

Upon arrival at Syracuse members of the Automobile Club of Syracuse met the tourists with the open hand of welcome. C. Arthur Benjamin was there with the reception committee, consisting of C. L. Amos, chairman, H. W. Smith, of the A. A. A., T. A. Young and W. H. Chapin. To each visitor was given a pretty badge, with an invitation to attend a dinner party, under the auspices of the Automobile Club of Syracuse, by courtesy of the H. H. Franklin Mfg. Co., at the Yates house at 6 o'clock, and a theater party at the Valley, an open air theater, later in the evening. Special cars had been provided for the theater party and the theater being under cover of a tent the trip was not spoiled by the rain.

The originality of C. Arthur Benjamin was shown in the menu for the dinner, for there were "gasoline cocktails," "Kenebeck salmon, a la Gerry; new potato rissole, shaft drive; larded fillet of beef, a la Gillette; Mum's jump spark; spark plug cigarettes; Roquefort cheese, rich mixture, open exhaust; music by Spooner's band and butter and cream from



STARTING FROM THE TEN EYCK, ALBANY



MR. AND MRS. HARLAN W. WHIPPLE AT ALBANY
MR. AND MRS. C. J. GLIDDEN LEAVING ALBANY

Whipple's farm. There were other good things of course, and the dinner is said to have cost the H. H. Franklin Mfg. Co. \$3 per plate. Over seventy-five were present and the evening was one of the most enjoyable ever spent, with impromptu speeches from a number of prominent people in the world of automobilism. The roads of New York came in for a roasting. At the close of a most excellent repast the toastmaster introduced Mayor Forbes, a young man and a friend of the automobilists. The mayor gave the city to the visitors and said: "I understand you are kicking about the roads of New York state. If we have the power we will endeavor to secure good roads, but I am afraid we have not the power. However, we have no apologies for the streets of Syracuse. Had the automobile been first in ages gone by, and had the horse been introduced later, there would have been a scandal sure, and horse owners would have been required to carry lights on their horses and hang big numbers on their back, and I hope to see that day come at no very distant date. Better days and better machines are coming. The makers are going to benefit by this tour to St. Louis, as they will see just what is necessary for a successful touring machine and will build to suit the roads and the people."

The 125 men started the song, "Meet me at St. Louis, Louie, Meet Me at the Fair." Harlan W. Whipple when called upon was met

Percy Pierce all the long way from Boston.

The announcement to-night of additional entries to the number of three from Syracuse and of many along the road, including two from the Olds Motor Works, aroused the utmost interest and enthusiasm. C. Arthur Benjamin, with his wife, in a Franklin, and H. W. Smith and wife in a Winton, with Harry Pierce, will start in the morning.

SYRACUSE TO ROCHESTER

Rochester, July 29—Ninety miles was the stunt today. On the basis that any roads in which the drivers and occupants of the car may travel right along without the necessity of dismounting to push the car along is a good road, all roads were good today. But as a matter of fact there were damnably bad roads, delightfully good roads, ideal speeding boulevards and hills without number, which were as tough as could be to surmount. That explains a lot about the roads except the fact that the rain of last night left the roads bad and that under all ordinary circumstances they would be considered excellent. The sun this morning, with a strong warm wind, soon dried out all of the roads except the stretches hidden by trees, for the most part through the towns and the sections at the bottom of long hills, where many a car struck a treacherous place.

But all of the bad parts of the road may be easily forgotten when the good sections enter the mind's eye. Macadam roads entering

Rochester for 9 miles, and in fact the last 35 miles of the journey, were ideal traveling. For several miles from the start there was good going, as one-half of the road was good, and that is a fair proportion. One hill, a mile long and of grade estimated at from 15 to 20 per cent, entering Camillus, troubled some of the machines, but was surmounted successfully, even by the Motor Age car with the 450 pounds of baggage carried as dead weight, and two passengers.

Today's trip was taken in a leisurely manner by all; in fact, today might be termed a "picnic run," for frequent stops were made by invitation of the natives, who gave freely of what they had, from flowers to fruit, to make the trip enjoyable. Bouquets of flowers were fairly showered on every car in South Butler, one car having seven as souvenirs. Charles J. Glidden was largely responsible for this. Mr. Glidden stopped in South Butler and loaded his huge Napier car to the doors with children of the town, whom he took for a most delightful ride. He made South Butler, by his courtesy, an automobile town, and the streets were later lined with children and elders, who gave whatever they could to the visitors and cheered them on their journey vociferously. The act of Mr. Glidden was a charming exhibition of the man himself. The great tourist thoroughly enjoys touring, cares not a whit for fast traveling and makes his day's run regardless of the speed of others. Mrs. Glidden enjoys the trip quite as much as her husband and the pair travel to suit themselves. Others, too, are following the example now. Today, at Macedon, Mrs. Francis Murray gave a lawn party, and Mr. Sonnenstein, in a White, accepted the invitation so urgently given to stop for a time. He did so and loading his huge White steamer with the guests took them for a long ride. Then the Olds tonneau stopped and some more of the ladies enjoyed a ride, after which the motorists stopped to enjoy a feed of sandwiches and cake and to enjoy also a good time for an hour while watching others of the tour go by.

It is by such means as these that time is lost, but then time is no object on this trip, absolutely no record being maintained of the time of starting or the time of finishing the run of the day. The participants make no

PERCY PIERCE, GREAT ARROW, FIRST
INTO ALBANY
NEAR STATTSBURG ON THE HUDSON

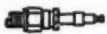
with a hearty song, "For He's a Jolly Good Fellow." He denied his ability to speak and gave a little talk on speed. The president told

of his battle with

brag of time and tell all who inquire that that cuts no figure at all. One policeman, met in a town passed through today, said: "They let up on the speed laws and you fellows can go as fast as you please, but you don't want to do that, I see." That was exactly right. President Whipple has thoroughly imbued the drivers with his ideas regarding scorching and all are trying to make friends enroute and not good time, while at the same time having a good time.

Today's run missed the Montezuma swamp, for which H. W. Smith be praised. The route was so laid out that the tourists saw nothing of the dread swamp. They came through Camillus, up a terrible hill, then through Elbridge, Weedsport, Port Byron, Spring Lake, South Butler, Savannah, Clyde, Lyons, Newark, Palmyra and Fairport into Rochester. The road to Camillus was good, Elbridge had bad cross walks, which were dangerous to any one going fast, and beyond that point the bad going started. Mud caused skidding on the trip to Weedsport, and from that point to Port Byron the hard ruts were terrible on tires. The dried roads with bad ruts continued to Lyons, with each town a menace to cars, owing to the failure of the sun to secure a passage through the trees. Cars slid and almost turned around, they skidded dangerously, and in one instance a skid broke the steering knuckle of a car. "Young Colonel" Pope reported two punctures, neither of which stopped him for any length of time and neither necessitating a change of tires on the big Pope-Toledo car.

F. A. La Roche, through Lee Strauss, wired to the tourists from Toledo that inasmuch as his car drew but 4 inches of water successfully he had jettisoned his cargo and would go it light from there on. The report failed to frighten the tourists, as ere they reach Toledo 4 days or more will have elapsed. Rain now is not promised for next week. According to all reports along here Mr. La Roche must have had his own time, for he is reported to have lost his way again and again in these sections and among the tourists there is great curiosity to know how he escaped terrible accident, driving over these roads in the dark. Doing so by daylight was hard enough.



President Brown, of the Syracuse Automobile Club, rode in the special Peerless car with R. P. and C. S. Scott from Syracuse to Rochester. Mr. Brown was de-light-ed. "It is truly wonderful," said he, "and should I change, my choice is certain to be one of these huge cars."

Mrs. Whipple started to accompany her husband as far as Buffalo. "I arranged to take the children to the sea side, hardly realizing how very anxious I should be to go all the way. I cannot back down with the little ones, and there you are. I must give it up."

Drivers who fail to register before 10:30 any night will not be barred from a certificate, but should they finally finish will be awarded a second class certificate.

The final 9-mile stretch of road into Rochester was a touch of heaven and if on this pretty piece of road some of the drivers tried the speed of their cars after having plunged through bad roads for 75 miles, they could hardly be blamed. Rochester speed laws were broken, but the police glanced the other way when they spied the St. Louis tour signs.

"Thank you, ma'am, no," said the man in

the tonneau, refusing proffered fruit by the wayside and rising as he said it from another kind of ma'am—a "thank you ma'am."

Charles J. Glidden won the hearts of the lads and lassies of South Butler, N. Y., by taking them for a ride in his big Napier.

Mayor Fobes, of Syracuse, made an excellent speech on motoring at the Syracuse banquet and promised to buy a machine. But the mayor backed out of his promise to ride to Rochester with Charles J. Glidden.

Two toll gates along the Stone road entering Syracuse collected 8 cents toll each. This makes three tolls collected along the trip and paid willingly. The automobilists would like to pay more tolls in return for good roads, such as are found where toll gates exist.

J. M. Waters is a wealthy artist. He drives a Panhard and has it nicely arranged for touring purposes, with his baggage well packed at the rear.

Mrs. C. H. Gillette intended to go only as far as Buffalo, but now intends to go right through. Mrs. Whipple may do the same thing. Mrs. Richards, Mrs. Camp and Mrs. Lesh, with Mrs. Glidden, are all to be through tourists.

The Megargel brothers found touring profitable, for on their round trip to St. Louis, previous to the start of the present run, they cleared up a nice penny with stories, photographs and with the advertising in the road books which they prepared. Mr. Megargel, the elder, said that the idea of a road book came to him when he endeavored to travel with an L. A. W. road book and found that he was directed to take to the railroad tracks for 15 miles.

The failure of the program man to go through the trip from place to place to sell programs was a loss to the A. A. A. and to himself. All through the country the people checked up the tourists, but could tell nothing of them nor gain the names of the machines they saw, as would have been the case had they had the programs.

Speed laws became as naught when a car came through with a sign and officers stood at every corner in nearly every town to smile a welcome and direct the tourists by the wave of a hand. Nevertheless the laws were obeyed and this seemingly caused surprise, as many thought each day's run a race.

Having allowed their Elmore Pathfinder to travel for weeks without an overhauling while traveling to St. Louis and back, the Megargel brothers took occasion at Utica to take full charge of a blacksmith shop and go over the machine from ground up. They made the 50-mile run then in a driving rain.

The president of the Automobile Club of



IN CENTRAL NEW YORK

Pittsburg replied to the letter of Harlan W. Whipple in regard to obeying speed laws that he would meet Mr. Whipple in Cleveland and follow him to St. Louis, implying by this in all probability that Mr. Whipple would swallow his own medicine. Any one who has followed Mr. Whipple or seen him drive will realize that the president of the Pittsburg club has a tough proposition before him.

It is rumored, and this is but a rumor, that the typewriter of F. Ed Spooner carried strapped to the rear seat of the Olds tonneau, used by the MOTOR AGE man, went on a strike going from Albany to Utica, and that Spooner found written on a sheet of paper left in the machine, "Damn, Damon, Damon," probably meaning the roads.

A. B. Tucker, the press agent, and M. L. Downs work night and day on the train and provide information for the curious newspaper men by the yard. Their work is indispensable on the trip and saves the tourists lots of trouble, as the men of the newspaper world are all referred to headquarters.

ROCHESTER TO BUFFALO

Buffalo, July 30—Human nature could never stand the strain of riding at a slow gait over ideal roads, without hills, bumps or ruts, after having passed through what the St. Louis tourists passed through for 5 days in reaching Rochester and especially for 2 days. So, when the twenty-three touring automobiles and the guide and pilot cars left Rochester this morning and found sandpapered roads, they simply flew along at a gait which eclipsed anything ever seen in this part of the country. The people along the line had been prepared for the visitation and horses, and as a rule, all animal life was kept off the road. The St. Louis tour is not a race and today's section of the tour was not a race, even against time, for the drivers made no brag of their time at all tonight. But the roads were fine, the sun shone bright overhead, and the wind whistled merrily by the ears of the occupants of fast cars. For several days it had been impossible to let out any speed and when of a sudden and entirely by surprise ideal roads came before their eyes, not a driver but was anxious to see just what his car would do.

"I'll just go a little ways fast and see if this old engine still has her speed," said one driver, and he did so and went a great many ways, keeping right on to Rochester without a break. Seventy-two miles of heavenly roads went under the wheels at from 20 to 48 miles an hour and chickens and dogs gave up their lives all along the line, for chickens will cross the roads and dogs will bark and get bitten by automobiles. The dead strewn the way, it must be confessed, but that is the result of maintaining poultry farms right in the roadway.

Twenty-three cars left Rochester and all were in Buffalo by the middle of the afternoon. President Whipple came in last, in tow of the big special Peerless car. Mr. Whipple broke a cam shaft and had to come in sixteen miles in tow. He smiled as he came through town and the tourists cheered when they found that a few hours' work at the Pierce factory would again put the big Mercedes in commission.

Today's run followed the straight Buffalo road from Rochester through Batavia. Unlike yesterday, no attempt was made to visit, and as a matter of fact the people were not



MR. AND MRS. A. L. RIKER IN THE LOCOMOBILE

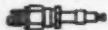
found as sociable as yesterday. Farms were larger and farther apart. Probably many more farms would have been discovered had not the tourists gone so fast.

Most of the starts were made before 9 o'clock and at 12 o'clock in Buffalo 72 miles away about sixty tourists were found at dinner. No delays were caused en route, tires did not burst and accidents were few and far between.

The dust was plentiful and the cars ran well apart. J. M. Waters, in his 40-horsepower Panhard, covered the ground faster than any one else, attaining a speed of 48 miles to the hour in one uninhabited section. Mr. Waters was delighted with the trip. The roads were compared by those who have toured abroad with the best English roads.

The confetti was well laid by pilot cars which left Rochester at daylight this morning, meeting the Buffalo contingent at Batavia. The route from there was laid out by Buffalonians.

Tomorrow the tourists visit Niagara Falls as the guests of the Buffalo club on a tour, and tonight the club rooms are open to them. The start for Erie will be made bright and early Monday morning, and all of the tourists expect to find good roads right through.



Mayor Alleger, of Tonawanda, drives a Pope-Toledo and likes to drive it fast. The mayor accompanied A. A. and A. W. Pope and Frederick Lesh and party in Pope-Toledo, and Harold Pope in a Pope-Hartford to Niagara Falls today, and on the return trip the river road was followed. The mayor set the pace, hitting up a clip of about 40 miles to the hour. George Soules drove the Pope-Toledo and held his own. The mayor has been claiming his car would not perform properly. "You'll pay a fine in the morning," said A. A. Pope in a bantering way to the mayor. "The policeman caught your number all right," to which the mayor replied: "I'd pay a lot of them to spin along that way a lot of more times. That was fine."

Word comes from Toledo today through W. M. Jenkins, of London, formerly well known

as the Los Angeles cycle racing man back in the middle 90's, that at Toledo preparations are being made to give the tourists the time of their trip.

Only about ten of the touring cars went out to Niagara Falls Sunday. The Buffalo club members, according to Judge Hotchkiss, have been accustomed to run over to the falls on Sunday afternoon and they did not turn out in any great numbers to escort the visitors, being met on the road going out as the visitors hurried home to avoid the rain. Among others who were at the Falls were James L. Breese and Augustus Post.

F. W. Richards and party in the Phelps, will return from Buffalo to Boston. The party started for Worcester without provisions for a long tour and then kept going from city to city until they reached here. They found it almost impossible to resist the temptation to go farther but now feel compelled to return.

Mr. Hoag in a 6-horsepower Covert, and Royal M. Shedon in a Royal touring car, add themselves to the party here and will go through. Cleveland has ten cars waiting to join, so out of Cleveland there should be at least thirty-five cars. At Toledo others join, and there is every indication that at least sixty cars will enter Chicago.

Mrs. Harlan W. Whipple has finally decided that she will go just a little farther, and so is going to Cleveland. Mrs. Whipple has had such a delightful time that she does not feel able to return just yet.

There will probably be a change down in Indiana, and the 2 days' run from Toledo to South Bend will be merged into one to avoid possible trouble at Kendallville and other points where the hotels are poor.

Should this be done one day's work will bring about a day of rest at South Bend Friday.

George W. Hurlbut, of Detroit, drove the Cadillac from Rochester to Buffalo in 3 hours and the performance was really wonderful. He started at 6 o'clock, was delayed an hour in town to replace a tire, and then made the run in 4 hours from the time he left the hotel. President Whipple believes Mr. Hurlbut to be as good a driver as there is in America. "I

have followed him mile after mile and know of what I speak when I say that he is wonderfully clever in handling that little car," said Mr. Whipple.

"The Silent Five," as the White brigade has come to be known, has drawn universal attention through traveling all together along the run. Like a flock of doves the White brigade sails along over the roads and the equal speed of the cars is shown by the fact that all finished at Buffalo in a bunch in 2 hours 50 minutes for 72 miles of running.

James L. Breese, the millionaire artist, was hailed by the tourists with open arms when he joined at Buffalo Saturday evening. Mr. Breese was accompanied by his valet and chauffeur.

H. W. Seaton, whose Buckmobile is made at Utica; Harry Esselsteyn, whose Franklin comes of course from Syracuse; the Megargel brothers, who live at Rochester; Percy Pierce, a resident of Buffalo, where the Great Arrow is made; the White brigade, with Cleveland as a home, and the Pope-Toledo, with Toledo for headquarters as per the name, were responsible for the early starts. All of these gentlemen, anxious to reach the home city first, started in time to do so and others made like efforts.

Dr. Martin, of Buffalo, may ship his car to Chicago and join the tourists there. "I have been endeavoring," said he, "to so arrange my affairs as to enable me to go on from Buffalo, but being totally unable to do so I shall have to content myself with a 2-days' trip from Chicago. I am very sorry for this is by all odds the jolliest crowd I ever saw and I am simply wild to go along and have a good time."

When Harlan W. Whipple broke his car shaft coming into Buffalo and about 16 miles out, R. P. Scott with the special Peerless car of Mr. Whipple took the Mercedes in tow and brought it into the city.

A. B. Tucker and M. L. Downs have made the arrangements for the party so systematically that they are now all registered in advance, their rooms assigned, their grips checked or expressed right from the hotel and delivered direct to their room at the destination and all mail is placed in charge of the committee, which delivers it to each member of the party.

F. L. Dodson in a four-cylinder Searchmont was guide for the tourists from Rochester to Buffalo; J. J. Mandery with Lee Richmond was the pilot in a Winton quad, and W. C. Likely in an Autocar acted as aid to the pilot. J. C. Eccleston, of Buffalo, relieved the Rochester man at Geneva and laid the trail from there.

Traveling by rail in an automobile under its own power is what Mr. Glidden proposes to do. He has the permission of several railroads to take to the rails with his automobile running as a second section of a train and carrying with him a regular conductor. He will fit to the wheels flanges which are being made for him, and in this way will escape the rigor of desert travel. The idea is a novel one in a way, but has often been mentioned as a possibility.

BUFFALO TO ERIE

Erie, Pa., Aug. 1.—Fast driving was done today, for the roads were ideal for the entire 94 miles, and rain threatened and finally did come down after a majority of the tourists had reached Erie. The rivalry for first place induced two of the drivers to get up early. James M. Waters in his big Panhard machine

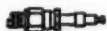
was first away at daylight, closely followed by C. W. Burchard in the Haynes-Apperson. Mr. Waters made the trip in 3 hours 50 minutes. He was not acquainted with the road and lost time finding his way through the maize of Buffalo streets. He gained the fleeting honors, however, by finishing first, and to-morrow the White bunch is expected to go out at daylight in an effort to arrive in Cleveland first of all, that being their home. The following day the Pope-Toledo will try to get to Toledo first.

To-day Mr. Waters did 4:50, Mr. Burchard in the Haynes-Apperson 3:45, Dwight Huss in the Oldsmobile carrying the *MOTOR AGE* man in 4:27, an average for the ninety-four miles for the Olds tonneau of 21½ miles to the hour; Albert L. and A. W. Pope, with George Soules, driver, did 4:22; Harry Eselsteyn did an even 4 hours in the Franklin, and the White brigade sailed along all together, doing 3:50, while James L. Breese topped them all for time, doing 3:15, and just escaping the downpour which caught Charles J. Glidden and several others.

The course from Buffalo was by the shore road through Wanakah, Evans Center, Farnham, Irving, Silver Creek, Sheridan Center, Fredonia, Brocton, Westfield, Forsythe, Ripley, State Line, North East, Moorheads, Harbor Creek and Wesleyville. The roads as far as Evans Center were rough and then came a rain belt, in which it had poured. For many miles the roads were not of the best, but at Silver Creek, 35 miles out, they became good, and then for the remaining 60 miles they were excellent.

One point about 15 miles from Buffalo, where the road went down across a bridge, provided the only real danger for the tourists, for just entering the bridge there was a chuck-hole. Several struck this at speed and George W. Lowe in his White car came forth with a badly bent axle.

At Erie Tom Fetch, driving his old love, the Packard, with which he crossed the country, met the party, and W. C. Temple, president of the Pittsburg Automobile Club and donor of the Temple cup in the baseball world, will join in the morning with his Pierce Great Arrow. Mrs. Temple accompanies her husband, while Lester Wilson is the chauffeur.



It is up to some state official and some state to bring about the enactment of laws in keeping with the real speed of automobiles. The machines travel at 20 miles an hour when going slow and the officials say nothing at all when such speed is seen, yet the law usually calls for 8 miles.

Starting out of Buffalo this morning James L. Breese with his son, James L. Breese, Jr., in a 40-horsepower Mercedes, and H. M. Heag and E. M. Frittel in a Covert 6-horsepower car, were the addition to the party, bringing the number of cars up to twenty-four. The Erie additions will make the party at least twenty-seven strong and Cleveland will add ten more.

Foreign and American cars are brought into competition on this trip, and the work of both is being watched with interest. Thus far it has been a toss-up and men who spent thousands of dollars for their cars in Europe are wondering whether American cars are not about as good for the purpose.

Tires have given little or no trouble on the trip. The Diamond tires on the Olds ton-



GEORGE SOULES, ALBERT A. POPE, JR., AND A. W. POPE AT THE TEN EYCK, ALBANY

neau have gone through the trip with New York air, the Goodrich tires have behaved so well that Harry Sheldon has not been required to replace a single shoe, and G. & J. tires have behaved quite as well.

"One dollar for that dead chicken," said a farmer to Charles J. Glidden late this afternoon. The around-the-world tourist started from Buffalo at 1 o'clock and made the run over in 4 hours in his Napier car. He passed remains of chickens along the route, but potted none himself. With his mind easy he swung round a corner into the face of a shotgun which looked as big as a cannon. The farmer back of the gun was as glum as the genuine western hold-up man. "That gun looked as big as a cannon," said Mr. Glidden, "and I stopped. The farmer merely said, 'Give up a dollar for that dead chicken.' What could I do? There was Mrs. Glidden naturally worried; I wanted to reach Erie ahead of the rain. A dollar was not much, and I knew some one of our men had killed it, so I dug up that dollar and was allowed to go on. It was a novelty to me, anyway, and worth the dollar."

ERIE TO CLEVELAND

Cleveland, O., Aug. 2—From early morning until late afternoon the tourists bound for St. Louis arrived in this city today. Erie, 110 miles away, was left behind by the White steamer flock at midnight in an effort to beat out the Royal, driven by Mr. McLaughlin. The Whites flew through the night and the residents along the road did not know of their pas-

sage. The Royal made some noise and farmers told of the whirlwind which passed through in the darkness. The pilot car, a Packard, driven by Tom Fetch, also made a good run.

The effort to lead into Cleveland, the home of the automobile industry along this route, led to a funny break. The Royal left a call for 2 o'clock and the White owners, learning of this at midnight, decided to execute a coup by starting at once. They routed Rollin White out of bed in Cleveland by telephone and then started. The Royal party did not get away until 2 and the pilot car started at the same time. Gasoline chased the quiet-running steam cars for hours and the pilot car finally gained the lead. The Whites rounded into Superior street and stopped at the Hollenden just before 6 o'clock, the Royal coming round the corner a few minutes later in hot pursuit.

At Erie the tourists with no other than an anxiety to arrive at noon got under way at from 6 to 7 o'clock, and just at noon today they came in one by one, continuing to arrive all the afternoon. Good roads all the way except for a short distance just out of Erie, where it was sandy and for 10 miles outside Cleveland, where it was terribly rough, permitted good times to be made. The farmers had been warned and the roads were kept clear.

A. L. and A. W. Pope, with George Soules in a Pope-Toledo, started at 6:30 this morning, as did Fred Lesh and party in a Pope-Toledo and Harold Pope in a Pope-Hartford. These three cars arrived here at about 11:30 and went right through to Toledo, where Mr. Lesh will have his front wheel looked over and the Popes will arrange for a big blowout for tomorrow night, in honor of the tourists, to be given by the Pope Mfg. Co.

Tonight the White Sewing Machine Co. tenders a dinner to the visitors at the Hollenden. There will be about 125 present, for the party received a considerable number of additions today—two parties from Pennsylvania by way of Youngstown and seven parties from this city. W. C. and Mrs. Temple and Lester Wilson arrived in a Pierce Great Arrow, and E. H. Wallace in a 7-horsepower Rambler runabout came from Youngstown today. His wife accompanied him from his home in Freeport. Those of the Cleveland entries who will make good are George S. Waite, the Cleveland member of the tour committee, with Mrs. Waite and a party in a White steamer; Dr. Gifford and a party in a White steamer; Fred Gates, wife and two passengers in a Winton; John



THE WHITE CARS AFTER ARRIVAL AT THE HOLLENDEN, CLEVELAND



THE MOTOR AGE CAR ON AN IDEAL TOURING ROAD IN NEW YORK

Blakeslee, wife and a party of passengers in a Winton; H. P. Dyer and three passengers in a four-cylinder Winton; T. Cien Collings and party in a Peerless, and R. H. Johnston, of New York, with a driver, in a Peerless. Toledo will yield a quota. Detroit sends several to Toledo to join. Altogether 105 entries have been recorded to date and more are promised. There are now in the party two more cars than participated in the endurance run to Pittsburg and half again as many people.

Today's run was by way of Fairview, Girard, Conneaut, Ashtabula, Geneva, Madison, Painesville, Mentor and Willoughby. Midway on the trip rain was encountered, but it was not heavy and the tourists flew along just at the edge of a big storm, which they could see raging in the distance. Last night's rain made the roads sticky for a way and past Conneaut they grew sandy, but after passing through Ashtabula there were roads in just the right shape for fast traveling.

The MOTOR AGE car got away from Erie at 6:30. It followed the Pope-Toledo closely. For miles the route lay through sticky or sandy roads, yet 20 miles an hour was averaged. From Madison to Willoughby 23 miles were made in 1 hour.

CLEVELAND TO TOLEDO

Toledo, O., Aug. 3.—They were indignant men who dismounted from their automobiles today in front of the Boody house after a long, tiresome, and hot trip from Cleveland over roads quite as bad as any found in New York state. The indignant ones had been served immediately upon arrival with a subpoena to appear in court. The big 7-foot policeman accused each of having killed a

black dog. "The one I killed wasn't black," said Mr. Werner, and others protested that theirs was of another color. But the MOTOR AGE man was caught with the goods, for the car driven by Huss did kill a black dog which ran squarely in front of the wheels.

The MOTOR AGE man like George Washington could tell not a lie, so he at once confessed and it might have been that he turned white, although coats of tan laid one over another have just about caused him to believe his blood of the wrong color. At any rate the subpoena did frighten him, and undoubtedly there was a stammer in his voice as he said like a man, "I did."

Huss had to confess, too, and the policeman asked the pair to come with him. Dust-begrimed, tired and hot and all that, the pair of tourists managed to ask the officer to allow them to register and then they "bought" for a large and enthusiastic gathering of friends. The subpoena was as follows:

The United States of America, State of Ohio, City of Toledo, ss.—The president of the Toledo Automobile Club to F. Ed Spooner, Greeting—For divers and sundry reasons appearing sufficient unto us, we command and strictly enjoin you that, laying aside all matters whatsoever such as bum spark plug, flat tires, bad roads or short circuits, notwithstanding any excuse whatsoever, you be and personally appear at Hanners farm in the said city of Toledo, in said state of Ohio, on Wednesday, August 3, in the year of our Lord, A. D. 1904, at 6 o'clock p. m., then and there to witness whatever we shall elect to do unto you, the same being a respite from police, road and roadside trials and tribulations in the way of a dinner given under the auspices of Ye Toledo Automobile Club by Ye Pope Motor Car Co.; and this banquet you may nowise omit under penalty of having your rear tires slit, your gasoline watered, your batteries short-circuited, and what more we

shall elect to do to you will be a-plenty. Witness E. J. MARSHALL, president Toledo Automobile Club; C. P. WAGER, secretary.

The other tourists were served with papers one by one and a book might be written upon the actions of all who took the matter seriously, and all did so. In front of the Boody house there gathered the largest assemblage of the trip to-day to watch the cars come in. The three Pope cars had come over the day previous and thirty-four additional started from Cleveland. The long and arduous trip over terribly trying dried out clay and dirt roads caused slow time, and scorching was cut out.

Dinner was taken along the road and no effort was made to finish in any time. In but two instances were starts made this morning in other than the same hour. J. M. Waters again got away with his Panhard very early and completed the journey first. The little MOTOR AGE car got away at the same time to enable Huss to visit his parents in Clyde. This car came through all right until a bridge near Genoa was reached, when a shying horse crowded it over and off a high jump, breaking the strutt rod clamp.

The party to-day included a number of ladies who started from Cleveland and there are now a dozen ladies in the party. The Cleveland cars were occupied as follows, this being the complete registry list of each tonight: Mr. and Mrs. George S. Waite, White; Dr. Gifford, White; Mr. and Mrs. W. C. Temple, Lester Wilson, and Harry Mashey, Great Arrow; Mr. and Mrs. Blakeslee, Winton; Mr. and Mrs. Fred C. Gates, Winton; Mr. and Mrs. T. Cien Collings and Mr. and Mrs. Hamilton, Peerless; H. B. Dyer, Art Jones, and H. J. Friedencamp, Winton four-cylinder; Mr. and Mrs. E. H. Wallace, Rambler. R. H. Johnson is traveling in a Peerless limousine with E. S. Morton as driver.

Tomorrow the entire party tours through 169 miles to South Bend. Blue print maps of the route are to be given to each driver. The roads are said to be in excellent shape. An early start will be taken and Friday will be a day of rest in South Bend while awaiting the Chicago escorting party.



En route to this city to-day Mr. and Mrs. E. H. Wallace turned turtle with the Rambler car. The machine went clear over and Mr. and Mrs. Wallace were thrown 20 yards. Neither was injured, and both finished tonight smiling. They had just come down a steep hill and struck a bed of sand. The car got beyond control.

Tom Fetch, the transcontinental tourist, traveled the 130 miles from Cleveland today carrying three people in the car in addition to himself in 5 hours. This is an average of 26 miles an hour. Fetch has not been regularly entered in the run, but is going along until either entered by the Packard company or ordered home. He hopes to go through. His





record of today is remarkable, considering the roads.

B. Clifford Swinehart, who broke down near Albany through the carelessness of a chauffeur, who left a tool in the engine, has had the car repaired and joins again at Toledo, going on from here. Mr. Whipple and Mr. Breese both had tire troubles today, delaying them until very late.

W. R. Lewis, of Montezuma, Ia., and John Hall, Jr., and family, of the same town, intend to leave August 4 for Springfield, Ill., in order to join the St. Louis tourists. Lewis and a friend will drive an Oldsmobile, while the Hall family will make the trip in a Yale car. They intend to go by way of Davenport, Cambridge, Toulon, Peoria and Bloomington.

At the dinner given in honor of the tourists at Cleveland by the White Sewing Machine Co., in the Hollenden, there were present an even fifty of the tourists. Many knew nothing of the dinner and so missed the best time of the trip. Windsor T. White, of the White, president of the National Association of Automobile Manufacturers, and vice president of the American Automobile Association, was toasted again and again. At the first table with Windsor and Rollin White were many prominent automobilists. Harlan W. Whipple was carried into the banquet on the shoulders of friends.

One hundred automobilists will meet the party on the Illinois side of the Eades bridge. Fifty machines will go into Chicago, where fifty more will join. Forty more will come from Columbus through Indiana and Illinois and ten from elsewhere, so that 250 machines will enter St. Louis with the escort, one-half the number given by those who gave the most liberal estimates.

Over 100 tourists and local motorists attended the supper given under the auspices of the Toledo Automobile Club by courtesy of the Pope Mfg. Co. An orchestra rendered music and a considerable vocal and vaudeville entertainment kept things lively. President E. J. Marshall presided. Harlan W. Whipple, Augustus Post and other prominent men spoke.

CHICAGO PREPARATIONS

Chicago, Aug. 3—Preparations are being made by the Chicago Automobile Club to receive the automobilists en route to St. Louis. Friday, August 5, from sixty to seventy-five members of the club will go to South Bend, Ind., to meet the oncoming tourists and escort them to this city, where they are expected to arrive about 3 o'clock in the afternoon. President John Farson, of the Chicago Automobile Club, will lead the delegation going to Indiana. There will be a reception at the clubhouse from 4 to 8 o'clock, during which time a concert will be given. Sunday, August 7, the motorists will be entertained by the club at the

country clubhouse in Evanston, and at 7 o'clock Monday morning the visitors will again start on their journey to the metropolis of Missouri.

The Chicago delegation to St. Louis will start at the same time, increasing the ranks of the small but plucky army in a respectable way judging from the following list of members who have expressed their intention of going to the city of the fair: John Farson, F. C. Donald, Frank X. Mudd, W. S. Lloyd, I. V. Edgerton, Jerome A. Ellis, W. W. Shaw, Charles B. Judd, Orlando F. Weber, Henry J. Ullman, S. J. Turnblad, Frank H. Pietsch, W. R. Smith, Sydney S. Gorham, W. J. Wilkins, G. J. Sherer, F. Cecil Davis, Dr. E. H. Pratt, Frank A. Bostwick, Arthur G. Bennett, George A. Crane, Bernard G. Sykes, Ralph Temple, Walter L. Githens, H. A. Githens, F. J. Pardee, William McMunn and Dr. F. C. Greene.

The Buckingham Club of St. Louis has extended the privileges of the club to the members of the Chicago Automobile Club while in the Missouri city. While in Chicago the cars of the visiting tourists will be stored at the club's garage, at Dan Canary's garage and in the building occupied by Arthur G. Bennett if there is not sufficient room at the two above named stations.

FERRY DIFFICULTIES

New York, Aug. 3—Automobilists, deck hands, cabmen, truckmen and all having to cross the various ferries leading from and to the city are in a bad mix-up by the sudden spasm that has seized the steamboat inspectors

to enforce to the letter the law regarding the carrying of combustibles on ferry boats.

Before the serious coming of the automobile there was a law on the statute books of long standing, prohibiting steamboats carrying combustibles. Three years ago the Automobile Club of America foreseeing trouble for motor cars under the law was instrumental in having the law amended permitting them to be taken aboard ferryboats with fires extinguished. This has been hitherto liberally interpreted and automobilists have been sensibly permitted to drive their cars on and off the boats under power.

Now, following their raking over the coals following the Slocum disaster, the inspectors have been making a grandstand play by enforcing the law literally. There being a \$500 penalty for failure to enforce it, the ferryboat companies have refused to take the risk of disregarding the letter of the statute.

The confusion at the ferry slips that has followed can easily be imagined. Cars have to be pushed on and off the boats by hand, causing blockades, endless confusion and tiresome delays.

Automobilists are not altogether sorry to see the law carried to the extreme, that its unpracticability and lack of common sense may be made manifest on the *reductio ad absurdum* principle, believing that the whole foolish enforcement will soon work its own abandonment.

The A. C. A. governors will meet tomorrow to discuss the situation and devise a method to bring the matter effectively before the higher governmental powers.



TOLL GATE JUST EAST OF SYRACUSE—MR. AND MRS. C. J. GLIDDEN IN FOREGROUND

MOTOR AGE

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THE ST. LOUIS TOUR

THE tour to the St. Louis world's fair is proving a success. When it was first suggested last winter by MOTOR AGE it was absolutely nothing but a hope. Weeks and months of hard work brought it to the condition of a reality, which is the longest tour of the size ever accomplished.

The tour is not one of hundreds and thousands. It is one of a moderate size party which is daily demonstrating that such a tour is a delightful recreation as well as an accomplishment.

The tour stands as a demonstration of the fitness of American automobiles for hard cross country work, just as did the memorable endurance run of last fall; and at the same time, it stands as a demonstration of the fitness of automobiles for pleasurable travel.

This is not a tour of hardship. It has a purpose; a definite end. But so readily is this end being reached that there is no shadow of doubt concerning the adaptability of the motor car to actual vacations in which the sporting element does not enter.

This is the inauguration of a great touring era—an era in which people will seek the highways and byways of the land as the most satisfactory and enjoyable routes of leisurely travel. Automobile touring is made

Not a member of the present party has been heard to "kick." Every one is having a delightful time and the interest of the participants in the tour is constant. The country traversed is excellent, with ceaseless variety. The roads have been diversified, and the mixture of bad and good has lent charm to the affair.

The St. Louis tour brings together a party of good fellows, each a friend of the others. From the start of the run not an angry word has been spoken. The participants in the tour have always stood ready to aid the others in time of trouble. No speed battles have been fought over the road and no dangerous scorching has been done. Men have gone fast with good roads under them. They will continue to go fast just as long as there are good roads. But in this venture they have not turned a tour into a race.

Friends have been gained for automobiling. The tourists have shown the good side of motoring to farmers and residents along the road.

Universal politeness has been the rule. Signs of welcome have invariably brought a cheering response from the tourists.

Throughout New York state the farmers looked for the coming of the touring party and made the days of passing holidays. The children gathered to watch the automobiles go by and the whole countryside was pleased.

In cities the people gathered round the hotels to see the many prominent people in the party. At the hotels all have been welcomed guests.

Those who care to tour by running up the miles each hour just as high as possible undoubtedly secure some enjoyment, but those who pay no attention to position and travel for pleasure gain the real profit of a tour. They see the country, see the people, note the incidents of the trip, comical and otherwise, and do not grow tired from that anxiety to win which wears upon the nerves of makers of great speed.

The long tour is a pleasure. It is not tiring. "I would not have missed this for a thousand dollars," said one participant in the run this week, and a score echoed the expression.

The tour will really be too short for many, for as each day goes by the participants learn how to enjoy the experiences more thoroughly. It takes a few days to get fairly started in motor touring. The excitement of the first few days gives way to a matter-of-fact proceeding and men start their daily ride as though born to just such a thing.

The wind whistles by the cars; it is a fresh, strong breeze and good to breathe. Faster and faster the car goes; then drops to slow speed, takes a long hill on the low speed; goes sailing down another hill with the motor shut off; starts along smooth going again on the high, and miles are covered before one realizes it.

Ten miles of the hundred have gone. It is only 90 miles to the destination. A glance at the card shows that the next town is 2 miles away. That is reached and the time is jotted down for reference. An estimate is made hurriedly of the speed as shown by the first stretch of the day's trip, and pace is then set accordingly.

The sun blisters the face, but what cares the motorist. There is cold cream to be had and talcum powder. The goggles hide the eyes well.

The people stand at the gates to wave a welcome; young ladies are on the roadside to fling flowers into the car as the driver slows down. A farmer comes out to the gate with a big glass pitcher of cool milk. Stop? Why, of course; this is not an endurance run. The farmer proves to be a friend of the motorist.

At farm house after farm house the farm horses and the family horses are seen held or tied at the roadside to see the cars go by and thus become accustomed to them. As the machine is slowed the farmer is asked to bring out the horse and let him smell of the automobile. Another town is passed. Children line the sides of the streets; their elders arrayed along the fences. A stop is made for oiling and the crowd gathers.

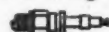
Half the distance is finally covered, then two-thirds and then the outskirts of the night stop city are reached. The driver and his passengers may then settle into positions of ease and as they go through the streets the people know from the positions, dress and general style that here are folk from other cities who have come a long way and who are dusty and tired. The

hotel reached, a hasty bath is taken and fatigue is no more.

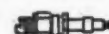
Gathering in the hotel corridors the tourists relate the incidents of the day. Friends meet the visitors, bent on giving them a good time. Calls are left for early hours and at midnight the touring party is in slumber.

In the early morning the chauffeurs, or the car owners, as the case may be, are up and doing. They go to the garages, get ready the cars and at from 5 to 6 o'clock a score or more machines are lined up at the curb. The tourists come forth arrayed in their traveling garments and the early workers of the town stop to watch the motorists go away. There is no haste. This is a tour, and while men may travel fast between cities, it is not with an idea of making the fastest time, but merely for the love of fast traveling when all is well.

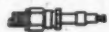
This is a tour—this tour, the tour that inaugurates the era of motor touring. The hope of an early suggestion is being realized.



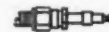
Take the finest locomotive, fit it with pneumatic tires in proportion to its size, and how long would it last in a 1,500-mile trip through all sorts of weather, over hill and dale, plunging from rut to rut and into chuck-holes too numerous to mention? Ask the angels.



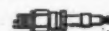
A few more whacks given tin legislators like that administered by Judge Haneey, of Chicago, will have a tendency to bring these pigmy law-making bodies to a sense of reasonableness if nothing more.



It is now up to someone to drive from New York to Chicago without stopping the car. This non-motor-stop stunt is becoming common.



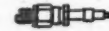
In numbering the entrants of the St. Louis tour the managers skipped number thirteen. Too bad S. F. Edge had not entered.



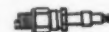
This is a summer of tours, and the tours will do more to advance automobiling than all the races that will ever be run.



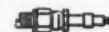
If the tour doesn't help secure good roads it may soften the hearts of a few farmers—and that'll help some.



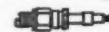
In seeking honors in the Harmsworth cup motor boat race, America kept up its reputation by falling down.



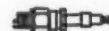
What would be the total expense of the St. Louis tour if all chickens killed were paid for at a dollar a head?



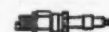
Anyhow, St. Louis can talk about an automobile display that Chicago didn't have in 1893.



The Harmsworth motor boat cup race was but another big event to establish new speed ideals.



It begins to look as if Reggie Vanderbilt is Senator Morgan's understudy.



This Selden patent litigation has assumed the character of a game of chess.

Motor Car Family Trees No. 12 THE RAMBLER



Model G Runabout—1904

Model H Tonneau—1904

Model K Tonneau—1904

Light Delivery Car—1904

Model C Runabout—1902

Model E Runabout—1903



IF automobiles are the greatest things in modern transportation, and modern transportation is the greatest thing in the world, the motor age has certainly arrived.

It looked that way at St. Louis last Saturday when transportation day was celebrated at the Louisiana Purchase exposition and 200,000 people swept into the fair grounds to make it a record-breaking day and to pay homage to the means of travel old and new which man has contrived for the expedition of his travel and the transit of his goods.

In the morning motor boats led a water carnival and carried the people of the four corners and middle—Chicago—of the earth around the picturesque waterways of the exposition in a procession of strangely-contrasted craft, marking the whole progress of the construction and use of boats.

In front of pulsating motors, Igorrotes and Visayans sat in Filipino negligee and wondered at the marvels of their Uncle Sam, and under the flower-wreathed canopies of Italian-motored gondolas Adele sat, and others of the modern clan, marveling at the wonders of contrasted people in sharply-contrasted craft.

In the afternoon a couple of hundred automobiles, led by a little electric three-wheeler geared to a maximum speed of 4 miles an hour and said to be the only automobile not in disrepute among St. Louis park authorities, and terminated by a line of Budweiser trucks load-

ed with a howling jag of Indians and Republicans from Manila and surrounding territory, formed the center and principal part of a parade of land vehicles of so varied a character that the history of the race was written graphically in one mile-long moving picture.

Vehicles of every age and from every line; people from every land and of every class; a setting of all the beauties and oddities of earth—a cosmopolitan parade through a cosmopolitan throng. In it all no part was so striking because of its antiquity, its curiousness or peculiarity of purpose as to rival in prominence the touring cars and the runabouts and the trucks and the buses of the automobile division. It was transportation's inning at the fair, and Mr. Automobile was at the bat ready to delight the bleachers with a home run.

Transportation day was the first of a series of special days programmed to give each of the prominent industries represented at the fair a chance to attract exclusive attention. It proved not only a successful inauguration of a good exposition feature, but to be the biggest day of the fair, opening day not excepted. With all arrangements well made and all features of the day carried out as scheduled, the unequalled crowd of the day was not disappointed and world's fair officials, from those directly interested in the subject of the day's celebration to the president of the ex-

position, agreed that transportation had set a new mark that it would be hard for other industries to equal.

The affair was specifically in the charge of the association of transportation exhibitors. The success of the enterprise was due entirely to its efforts, for while the day was with the sanction and general assistance of the officials of the exposition, the latter did not give the actual promoters the support that should have been theirs.

However, there was little hitch in the preparations and by Friday night the success or failure of transportation day lay in the character of the flirtations of the weather man, who is exceptionally fickle in the neighborhood of St. Louis. He was good humored this time, and Saturday the heavens smiled so warmly upon the people of St. Louis and the fair that most of them before the day was over thought he was overdoing the goodwill racket a little. But it was better hot than dark and threatening or raining, and thus it became a gala day carnival.

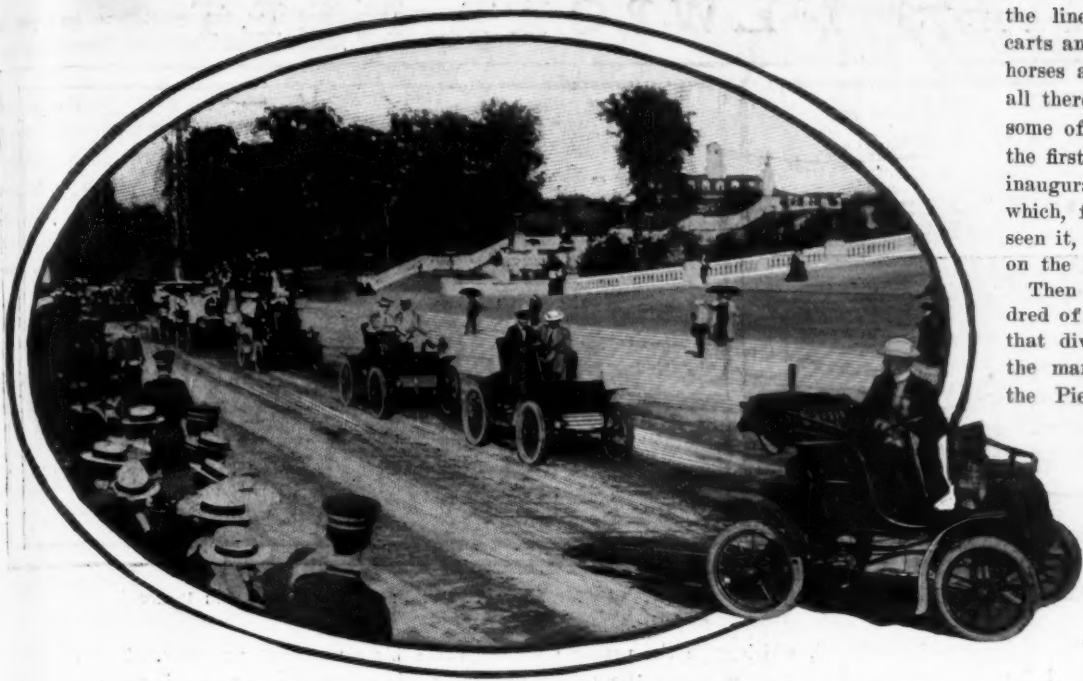
All of the St. Louis business houses declared a public holiday and St. Louis swelled the attendance wonderfully. From early morning until evening they came, first threading the highways of the exposition grounds and then making it a one great tumult of people. Under the June-blue skies they sweltered and laughed, making light of the heat and praising loudly the breezes that strove to mitigate the forceful benediction of the sun.

The people of the pike joined them, and soon the swaying crowd became a human kaleidoscope. There was much doing. It was good to be in St. Louis. A fair Viennese, used to the gayety of her home, and Paris, was heard to say: "It is of much noise and happiness as in Páree; I likes much noize; I likes ze world's fair."

The water carnival came first. All of the boats to which the lagoons are heir were marshaled into line and decorated with flowers, bunting and the flags of all nations. These boats included electric launches, dignified in their conventionality; gasoline launches, rakish in such shapes as swans, peacocks, dragons, etc.; gondolas, in excellent imitation of the real Italian article; and quaint catamarans piloted by dextrous children of the Pacific surf.



ELECTRIC TRUCKS LOADED WITH IGORROTES FROM THE PHILIPPINE RESERVATION



RUNABOUT SECTION OF AUTOMOBILE PARADE—MARSHAL FIST IN FOREGROUND

While the thousands of visitors were crowding each other for front-row places along the banks of the lagoons and favored fair friends of exposition folk were occupying their allotted places in some of the boats, and President Francis was taking his place in the launch of state, in which he was to lead the flotilla, a dozen electric buses were hurrying back and forth between the lagoons and the pike bringing loads of Turks, Orientals, Russians, Parisians and other members of that great motley family which forms the spectacular feature of the exposition. It was the most novel array of water craft carrying the most picturesque body of passengers that had ever sailed in the vicinity of St. Louis. Had it paddled and motored its way out upon the Mississippi it would have been an unbeatable tribute of the nations of the earth to the glory of the father of waters.

When the long wait of formation was over and the last Turkish dancer, the last Filipino warrior, and the last fair American maiden had been seated, the launch of President Francis moved out into the center of the stream and the procession became a delightful fact. Around the lagoons, past the cascades, and under the numerous arch bridges the queer yet beautiful parade floated till all who lined its water path had seen it and it was all over.

At noon-time in the transportation building the exhibitors' association served a buffet luncheon to its friends. Meanwhile the crowd broke into all directions over the immense grounds of the exposition and a large part of it surged through the transportation building, which was itself in gala dress for the occasion, having been decorated with streamers, bunting, flags, emblems, and flowers. Here also railway locomotive whistles blew, and bells rang, while over in the automobile section a continuous honk honk of motor car horns sounded a continual proclamation of the importance of modern transportation at the world's universal exposition. It was all noise and color and gaiety and good nature. Even the big gray-spotted wooden horse in the west entrance grinned and the monster locomotive on the giant turntable kept turning like a compass toward the magnetic center of it all, the automobile display.

In the middle of the afternoon President Francis paid a brief visit to the transportation building. When received by a delegation of exhibitors headed by Chief Smith of the transportation department, he expressed great admiration for the transportation exhibits as a whole. After his call he left for the reviewing stand, from which he was to review the afternoon parade, the real feature of the day.

The big parade was formed at the northwest corner of the transportation building and began moving about 4 o'clock, having been in the process of formation for nearly 2 hours. It was a long and slowly but steadily moving line, and for the miles of its course over the level and also the hilly highways of the exposition grounds was closely guarded by deep rows of spectators.

Like the water parade, it was made up of people of all nations in vehicles of even a greater variety, for every means of land transportation; old and modern, was represented in some fashion. The olden forms and the modern forms of beast-drawn conveyances headed

the line. In this section were two-wheeled carts and four-in-hands; rickshas and coaches; horses and oxen; elephants and mules. It was all there and back of it were floats depicting some of the stages of railway progress. Even the first cable streetcar was in use; that which inaugurated the system in San Francisco and which, for the benefit of those who have never seen it, resembles very much the kind now used on the Milwaukee avenue line in Chicago.

Then came the automobiles, more than a hundred of them, led by L. L. Fest, as marshal of that division in a Pierce Stanhope. Back of the marshal Messrs. Nickerson and Johnson, the Pierce and White representatives, respectively, drove cars carrying the guests of honor. Back of this part were a dozen bicyclers, remnants of a past glory, enacting the romance of a lost hope.

Following the cyclists a long line of pleasure automobiles headed by a couple of motor bicycles and the man with the three-wheeled electric and composed of runabouts and touring cars such as we are used to seeing in parades and loaded with equally con-

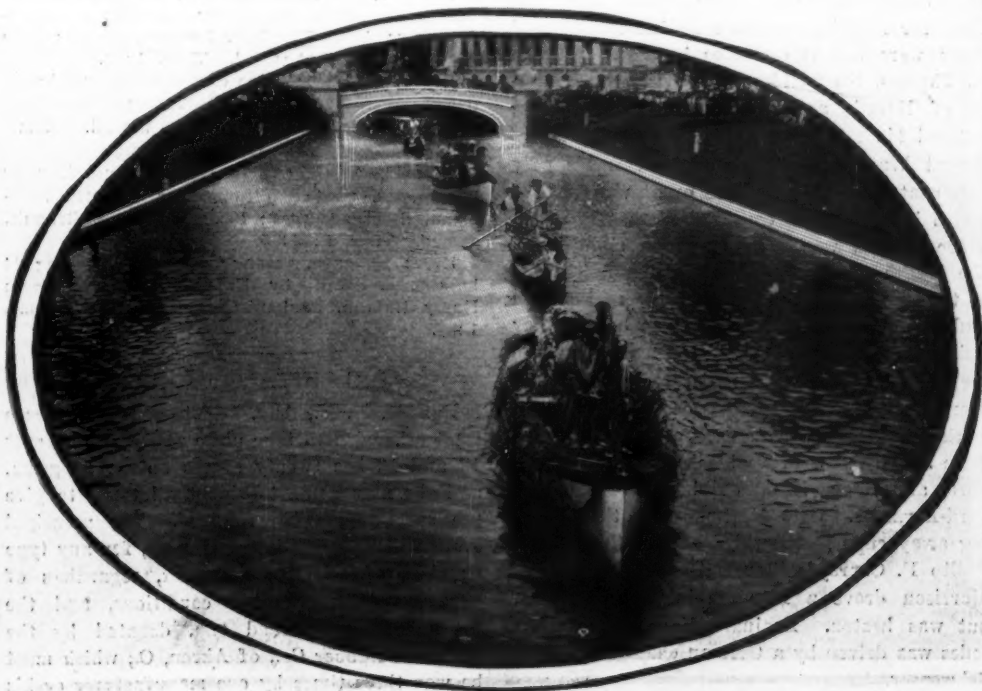
ventional people.

Heading the commercial vehicle division was the huge double-decked omnibus of the Anheuser-Busch Brewing Association, loaded with Visayan dancers. Then were delivery wagons of various kinds, a string of electric omnibuses which are used regularly in seeing-the-fair-by-automobile service, and then a line of trucks and buses chock full of savagery—Indian, Filipino and African.

The band for the automobile section was the Filipino one which George S. Wilkins, one of the guardians of the folk of the Philippine reservation had marshaled into service in several huge electric buses.

It was the most unique automobile parade ever given and formed the most important part of the most picturesque transportation parade the world has seen.

In the evening fireworks on the lagoons entertained part of the crowd that staid, but the bulk of the people sought the pike, which was never so crowded and never the scene of such an uproariously finale to a world's fair day.



A SECTION OF THE WATER PARADE

REGGIE'S NEWPORT MEET



E. R. THOMAS, MERCEDES, WINNING FROM HARKNESS



MILLIONAIRE BUNCH AT THE FINISHING POINT

NEWPORT, R. I., July 30—The first automobile meet to be conducted by the Newport Amusement Association, an organization which will build a big park in the fall and conduct races and sports of all descriptions, was run off today on Sachuest beach, a crescent-shaped strip of sand on which was laid out a race course of a mile and an eighth in length. Over 10,000 people were in attendance, hundreds of them being from the palaces fronting on the famous cliff walk, and scores of the best automobiles that are made in Europe and America were on the beach filled with gaily dressed occupants.

Reginald C. Vanderbilt was the manager of the affair and he was at the starting line, in amongst the crowd which thronged the course, working diligently for the success of the undertaking. Representatives of almost every family of prominence in New York were in attendance, and automobile milliners and dressmakers had the chance of their lives to get ideas on the latest things in automobile clothing.

As an automobile event the meet was not of such great prominence, the classes being limited in order to favor the wealthy cottagers who owned machines. There was only one class for machines of over 24 horsepower and there were but two entries in that. Edward R. Thomas, the well-known sporting man, owner of Hermis and other fast thoroughbreds, entered his Mercedes, and Harry Harkness, of Mount Washington climb fame, was his only opponent. The time for this event was 1:02¾, which is very fast considering that the distance covered was a mile and an eighth, and the length of the beach from the finish line to the cliffs was so short that the racing men had to slow up their machines before they finished in order to prevent running on the rocks. There was not a real race in the list of events, all of them being processions, but the work of some of the amateurs was excellent. John Jacob Astor drove his Mercedes fast and hard, and Harry Hamlin did well in his Panhard-Levassor. Otto Nestman was there, taking away cups in the third and ninth races in Philip F. Conroy's Stevens-Duryea, and A. E. Morrison drove a Peerless in another event, but was beaten. Reginald Vanderbilt's Mercedes was driven by a German chauffeur named Schwenzer.

The sand was hard and firm, and the course

was bow-shaped, which gave the people on the cliffs a good chance to watch the on-coming contestants. Except for the short space for a run-over and two bad spots near the start, which were composed of stones the beach offered good opportunities for fast work. The summary:

Event 1, motor cycle race, open—Won by Oscar Hedstrom, Indian; J. McNevin, Rambler, second; Benjamin Thaw, Jr., Indian, third. Time, 1:27.

Event 2, local gasoline cars between 10 and 24 horsepower—Won by Harry Hamlin, Panhard-Levassor; John Jacob Astor, Mercedes, second; Miss M. C. Bishop, Fiat, third; Reginald Vanderbilt, Mercedes, fourth. Time, 1:35¼.

Event 3, local gasoline cars not exceeding 10 horsepower, road condition—Won by Otto Nestmann, Stevens-Duryea; John Jacob Astor, Cadillac, second; T. Thaw Safe, de Dion-Bouton, third. Time, 1:35½.

Event 4, local gasoline cars not exceeding 10 horsepower, road condition—Won by Pembroke Jones, Renault; W. P. Thompson, Renault, second; Peter D. Martin, Renault, third. Time, 2:00.

Event 5, local electric—Won by H. Bull, Jr., Waverley; Hermann Oelrichs, Jr., Waverley, second; Elisha Dyer, Jr., Waverley, third; J. Mitchell Clarke, Pope, fourth. Time, 3:32½.

Event 6, open, gasoline cars not exceeding 24 horsepower—Won by H. E. Rogers, Peerless; John Jacob Astor, Mercedes, second; Reginald Vanderbilt, Mercedes, third. Time, 1:29.

Event 7, open, gasoline cars not exceeding 24 horsepower—Won by Harry Hamlin, Panhard-Levassor; A. E. Morrison, Peerless, second; Miss M. C. Bishop, Fiat, third. Time, 1:37.

Event 8, open, gasoline cars exceeding 24 horsepower—Won by Edward R. Thomas, Mercedes; Harry S. Harkness, Mercedes, second. Time, 1:02¾.

Event 9, local gasoline cars not exceeding 10 horsepower, road condition—Won by Otto Nestmann, Stevens-Duryea; Pembroke Jones, Renault, second. Time, 1:56 3-5.

Event 10, open, gasoline cars not exceeding 24 horsepower—Won by H. E. Rogers, Peerless; Harry Hamlin, Panhard-Levassor, second. Time, 1:27.

BIG BUFFALO PROGRAM

Buffalo, N. Y., Aug. 1—The automobile race meet scheduled to take place at Buffalo August 12 and 13 has twenty events on the program, and the management evidently intends to give the spectators value received. The principal event will be a 5-mile free for all, for any type or class of self-propelled cars, regardless of power, weight or other conditions, and the prize is the Diamond cup, donated by the Diamond Rubber Co., of Akron, O., which must be won three times by one manufacturer or his acknowledged representative before it shall be-

come his permanent property. The first race for this cup will occur at this meet. In addition there will be a 10-mile event for voiture legeres, 5-mile for voituresses, 5-mile for touring cars with full road equipment and four passengers, 15-mile for voitures, 5-mile motor cycle race, and a 5-mile handicap for cars owned in Erie and Niagara counties. In addition there are 5-mile events for Thomas, Ford, Cadillac, Olds, Franklin, Pierce, Rambler, Queen, Orient, Stevens-Duryea and Haynes-Apperson cars. The prizes in each of the special races are trophies valued at \$50 for first and \$35 value for second.

RACES AT COUNTY FAIR

New York, Aug. 1—The Dutchess County Agricultural Society has made arrangements for an automobile meet to be held on the mile track at Poughkeepsie, N. Y., September 16, which will be the last day of the sixty-third annual county fair. Six events have been arranged, which will be run under the rules of the American Automobile Association. The list of events is as follows: Five-mile race for touring cars, stock machines, weighing from 881 to 2,204 pounds, silver cups to winner and second; 10-mile free-for-all, except motor cycles, silver cups to first and second; unlimited Australian style pursuit racer, silver trophy to winner; 5-mile handicap, free-for-all, handicaps to be allowed in time, silver cup to first and second; Dutchess county fair championship, 5 miles to be run in three divisions, first for cars weighing from 551 to 881 pounds, second for cars weighing 881 to 1,432 pounds, and third for cars weighing from 1,432 to 2,204 pounds, open to all machines driven by owners who reside in Dutchess county or New York state within 50 miles of Poughkeepsie, cars must be stock machines, in ordinary road equipment, must be driven by the owner and carry one person besides the driver, the winner of each division and the fastest second to meet in final, silver cup valued at \$100 to winner; record trials. The entry fee for each event is \$5 and entries close September 12 with Arthur N. Jervis, Tribune building, New York city.

SPECIAL TRACK FOR SYRACUSE

Syracuse, N. Y., Aug. 1—A movement is on foot to build a banked mile track for motor car races within easy access of this city. President Willett L. Brown, of the Automobile Club of Syracuse, told a MOTOR AGE repre-

representative that such a project has been under discussion for some time, and that options upon a tract of land located upon a street car line have been secured by men who are willing to promote the enterprise. The land is well adapted to track purposes. One Syracuse capitalist has agreed to fence it and build a grandstand if capital can be raised to construct the course. It is said that money can easily be raised when the time comes to act. It is not the purpose to make the track for the use of horses, as those who are back of the project believe that motor car racing will be the sport of the future. The mile track at the state fair grounds is considered a fast one, but it cannot be secured this year for automobile races. There has been some talk of laying out a track in connection with a baseball diamond, as a new location will have to be found for baseball next year.

ARRANGE PROVIDENCE MEET

Providence, R. I., Aug. 3—The question of having a race meet, which has been talked over for some time informally by the members of the Rhode Island Automobile Association, was officially considered to-day by the runs and tours committee, the board of governors and the members of last year's race committee, with a decision to hold the meet. Probably the meet will be held some time in the first part of September, as this seems to be the best time, when all of the fast drivers in the country can conveniently attend, and a meet then would not interfere with the Vanderbilt cup race, to come the first part of October. The races will be held at Narragansett park, as in former years.

EXCLUSIVE AUTOMOBILE TRACK

Pittsfield, Mass., Aug. 1—The Berkshire Automobile Club is to have the honor of the possession of the first specially-built track for motor car speeding in this country. It is now in course of construction. The success of the various meets at the local trotting track suggested the remodeling of the track for automobile racing. Subscriptions were promptly forthcoming. The track will be a mile in circuit and be banked to admit of the limit of speed. A great inaugural meet is being projected, for which the entry of some of the crack cars is already promised.

OLDFIELD'S NEW RACER

Rebuilt 1903 Gordon Bennett Peerless Now Carrying Barney at Some Fast Speeds

Cleveland, O., Aug. 2—Barney Oldfield has been doing some rather fast work at Glenville during the past week. The Peerless company is building Oldfield a new car which will be larger and more powerful than anything that it has yet turned out; it is claimed the car will develop 100 horsepower. Until the new car is in commission Oldfield will race with the Peerless Gordon Bennett racer of 1903, which has been practically rebuilt for his use. It will be remembered that in the Irish race the car was used in a stripped condition. After it was brought back to this country it was remodeled and fitted with a torpedo-shaped hood and side radiating system. Lately the body has been rebuilt and a pressed steel frame with sub-frame has been substituted in place of the armored steel frame. The motor hangs considerably lower than before and the flywheel only clears the ground by about three inches. The exhaust from the four cylinders is carried out at the sides of the cylinder through a single muffler running parallel to the frame.

No speed changes are used and the gearing is direct by means of a clutch. The machine has been christened the Green Dragon and it will be used the first time at Toronto Aug. 6. Oldfield has been unable to give the car a satisfactory trial because the authorities at Glenville would not permit him to run next to the rail, because it made the track too hard for the horse races during the week. But running wide he made several miles in around 1:05 and one or two better than 1:04.

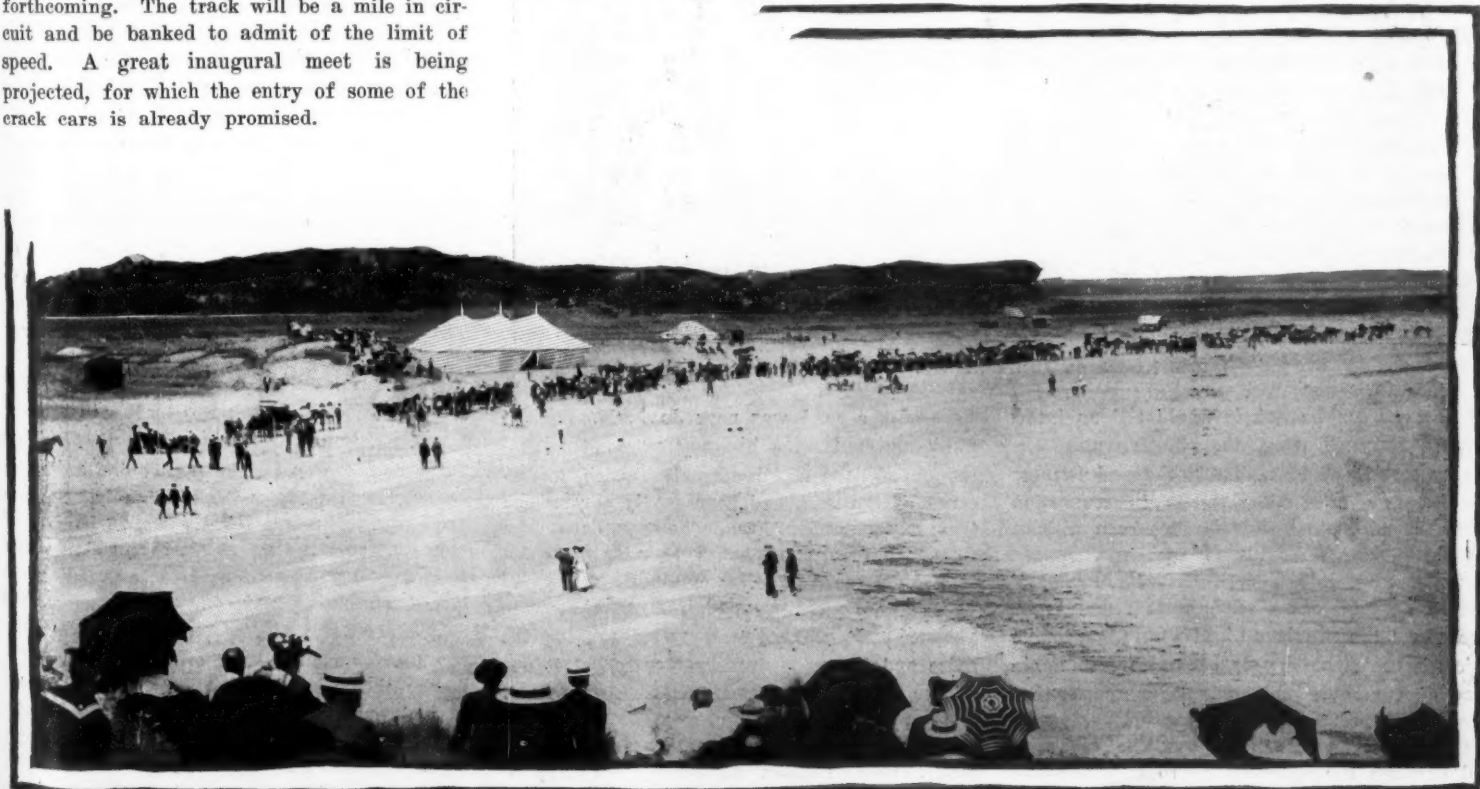
In the races at Cleveland this month, Oldfield will compete against his old mount, Bullet III, in the hands of Earl Kiser, the old-time bicycle rider. Kiser is agent for the Winton company at Dayton, O., and obtained permission to use one of the Bullets in the Cleveland

events, and it is quite probable that he may drive in other races this summer. There is considerable difference of opinion among local enthusiasts as to whether Oldfield or the Bullet was the whole thing in the record-breaking Winton combination and this point will doubtless be settled at Cleveland, as Kiser and Oldfield will probably meet in some four or five races if all goes well. Earl Kiser was noted as being one of the nerviest and most daring riders on the cycle path and he has an advantage over Oldfield in being a lighter and smaller man. Both men are comparatively new to their cars and Kiser's car has shown itself repeatedly to be one of the fastest and most reliable racers ever built.

The Cleveland Automobile Club expects to have some of the best talent in the country as competitors in the events on August 19 and 20. Every effort is being made to get all the prominent racing men in the country, among them William K. Vanderbilt, Jr., Sartori, H. L. Bowden, A. E. Morrison, Harry Harkness and Carl Fisher.

FROST AT RICHMOND

An automobile race meet, with 999 as the principal attraction, was scheduled to take place at the driving park track of Richmond, Ind., July 23. The meet was to start at 4:30, but no cars were on the track until a half hour later. Then 999 came, but refused to work. There were several hundred people in attendance, who grew impatient, and to hold them a few local cars were sent around the track on exhibition miles. At 7:30, as 999 was still out of order, the crowd, which had become large, wanted to go and asked its money back, but the man who had charge of the cash had already gone. Then the crowd became noisy and several among them harangued the others and suggested that the racing machine be attached, or that something else be done in order to get the admission money back. Finally the crowd went away in bad humor. The car was attached to secure amounts due for printing, repairing and other work in connection with the meet.



THE BEACH ON WHICH THE NEWPORT RACES WERE HELD

LA ROCHE ENDS HIS TRIP

Drives a Darracq Car from New York to St. Louis, 1600 Miles, Over Frightfully Bad Roads, Without Stopping the Motor, Thus Making a Record Excelled by Only One

St. Louis, Aug. 1—At 13 minutes after midnight the New Yorkers, headed by F. A. La Roche, reached this city in the big Darracq touring car, having established a new American record by covering more than 1,600 miles without stopping the motor. It took the party 158 hours 28 minutes to accomplish a feat which few automobilists on either side of the world have been able to perform. The record has only been excelled by a party of Englishmen, who drove a French-English car 2,017 miles without stopping the motor. The official road maps show that the distance from New York to the city where the fair is now in progress is 1,318 miles in a straight line. The New Yorkers have, however, made numerous detours, covered many miles over wrong roads, spent a good deal of time in different cities, so that the official observer of this record trial, Lee Strauss, felt well satisfied in stating that fully 1,600 miles had been traveled.

Chicago, July 30—More than 24 hours late on their schedule, F. A. La Roche, Norris Mason, Lee Strauss, A. Le Blanc and H. H. Everett arrived in Chicago this morning en route to St. Louis and back to New York on a non-stop record trial. The 15-horsepower blue Darracq car which La Roche and Le Blanc are driving alternately did not look any the worse for the ordeal, but it is quite sure that

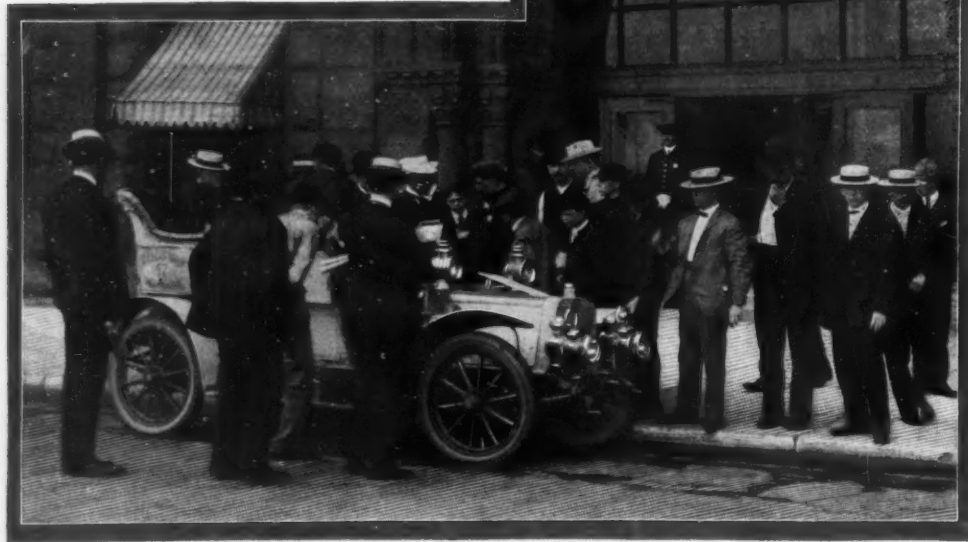
roads, this part of the journey will never be lost to my memory. It was about as miserable as anything can be. Near Syracuse we experienced our greatest trouble. We had to go over the tow path between the lake and canal for many miles, as the ordinary roads were impassable. It was an exceedingly difficult task, as the slippery clay made it dangerous and there was just about room for the car to get ahead, yet on several occasions we came very near either going into the lake or into the canal. During the entire time we rode on this tow path we used the first and second speeds, and it took us nearly 6 hours to cover less than a dozen miles. The worst

willing to help us out. In a general way I consider the New York roads absolutely miserable; those in Ohio were muddy, wet and of clay; in Indiana we found the best roadways."

Lee Strauss, the official observer of the Automobile Club of America, said: "In many respects this record trial is without precedent. In the first place such roads as we have encountered are seldom to be found. It seems as if it had been made a prearranged affair, for it rained almost continually and made the trip a very unpleasant one. Most of the time we looked like chimney sweepers, but I guess the latter have it easier, although I never was one. Speaking about trouble, and rest and sleep, we have not had any trouble either with the machine itself or the tires, but with these incomparably bad highways. Even under ordinary circumstances our road system is about the limit for wretchedness, but when heavy rains set in we have the record road. Darkest Africa, Siberia, and probably the land in the moon, have better roadways, I imagine. When we got to Syracuse we washed the car. It



LE BLANC, WHO DROVE THE DARRACQ INTO CHICAGO



THE LA ROCHE PARTY AT THE ANNEX, CHICAGO

if this car could speak it would tell an interesting story. During the 30 minutes the party stayed in town, La Roche and Strauss told a few interesting things in connection with the trip, which thus far has been without accidents, although full of incidents.

"When we left New York last Monday," said La Roche, "the roads were found to be wet from the previous night's rain. About 5 o'clock the same day it began to rain again and during hours and hours it poured, so that we began to think it might possibly be the beginning of another deluge. The highways all through the Catskills up to Poughkeepsie were a fright, and while I have driven a car through many a storm and over all kinds of

part of the road was near Java, N. Y. For miles and miles the highway was but a succession of deep and large holes, which, on account of the rain, had been partly covered, so that it was difficult to judge how deep they were. It required 7 hours 15 minutes to go through a score of miles of muddy roads and then get the car cleaned up. At times the vehicle was in mud and water up to the axles and it was no easy matter to get it out of the holes, which sometimes were feet deep. Both mud guards were ripped off in this struggle and all of our troubles occurred at night. Several times we lost our way and to be able to go ahead we had to wake up the farmers, who were always well disposed and

was a sight to see that big motor car covered with mud feet thick; guess we took off about 500 pounds. Just wish I had as many sticky friends as mud—I mean mud that stuck."

The other travelers were just as emphatic about the condition of the roads and said they had never seen anything like it. La Roche drove the car 55 hours without interruption at one time and said he had had only 6 hours sleep since he started. "Sleep!" said Strauss, at this remark. "Just as soon as you began to snooze the other dear friend would wake you up for assistance to pull the car out of mud holes. It was a case of resting as well as you could for a few minutes at a time."

All were unanimous in praising the attitude of the farmers, as well as the townspeople. "We made it an important part of our trial to win the favor of the farmer," said Strauss, "and I feel quite safe in saying that we lost fully half a day in keeping behind teams or in helping farmers whose horses had become frightened. Several times some of us got off our car, the last time at Goshen, Ind., to take hold of a horse and lead it to one side while the car passed. We found that a great deal of the trouble with the teams is due more to the fact that the driver of the team lost his head rather than the horse. At the mere noise of an approaching motor car the farmer driving would become alarmed and show evident signs of not knowing exactly what to do. He would look around again and again and get nervous and pull the bridle of the horse

until he had the animal in a state of fright. During all that time we would be going at a very slow gate, suppressing as much as possible all noise. We made friends among these country people all along the road, as we helped them and told them what to do. If other motorists would do this, it would not require a very long time to change the hostile attitude of the farmers in many parts of the country." While the distance from New York to Chicago is about 1,050 miles, the easterners covered more than 1,200, owing to several long detours. From the fact that none of them was familiar with the route, the performance is the more meritorious.

Syracuse, N. Y., Aug. 1—F. A. LaRoche was here Tuesday to get his dinner, served to him in his machine in front of the Yates hotel. This was the first warm food he had eaten since starting from New York. Mr. LaRoche met with all sorts of trouble on the road from New York to Syracuse. "If anybody thinks that driving an automobile 2,000 miles over all sorts of roads is an easy matter, let him try it and he will discover that he was never more mistaken in his life," said Mr. LaRoche. "After leaving New York the roads as far as Poughkeepsie were good and we went along at a rapid pace. After we left Albany our real trouble began. The ride to Utica is the worst experience I ever had. I have driven machines over all sorts of roads and in all kinds of weather, but I never had such a hard time as I had Monday night. It started raining early in the evening and poured all night. Every few minutes the machine would slide into the ditch before we could stop. Frequently the water and mud came half way up on the hood that covers the engine. Twice we were forced to get out and lift one of the wheels out of a mudhole, but through all these troubles the engine continued to work beautifully."

ROCKEFELLER BUYS PEERLESS

Cleveland, O., Aug. 2—The Peerless Motor Car Co. has received an order for a 35-horsepower car from John D. Rockefeller. It will have a special body and will be designed to carry seven passengers. The oil king has always been averse to the automobile, but recently he bought a couple of runabouts for the use of his employes on his big estate near Cleveland and he became so interested in the game that now he has ordered a car that will accommodate his entire family. The Peerless company has had a most satisfactory business this season and at the present time it has hardly a car in stock. At the beginning of the season the company planned to build 200 of the 24-horsepower cars and 50 of the 35-horsepower machines. Thus far the output of the lighter cars has reached 280 and the expected output of heavier machines has been exceeded by several.

AFTER BARNEY'S LAURELS

Cleveland, O., July 26—Herbert Lyttle, from the Pope-Toledo factory at Toledo, had the new eight-cylinder Pope-Toledo racer in Cleveland yesterday and gave it a trying out on Glenville track. Several very fast miles were made, one of them in 1:04. The track was not in the best of condition and rather rough, and Mr. Lyttle predicts that under favorable conditions the new racer will break Oldfield's record on the track. The car has been entered for the Cleveland Automobile Club's race meet.

ELLIS FORCED TO QUIT

When Well Ahead of Chicago-New York Record Rain Compels Abandonment of Trip

Olean, N. Y., July 28—Rain and resultant mud brought to an end this afternoon at this place the attempt of Jerome A. Ellis and Arthur G. Schmidt to break the Chicago-New York record. Before the rain and mud came, however, the plucky pair had driven their 45-horsepower Apperson faster than any car has yet traversed American roads for any considerable distance. Their performance indicated that but for the storm they would have easily carried out the schedule of 60 hours they had set for the thousand-mile run, which Bert Holcomb had covered in 76 hours in his Columbia, including 4 hours lost in the fog. The run of 570 miles was made in 36½ hours, including 85 miles of plowing through the mud from Westfield to Olean, where the attempt was abandoned. The run of 445 miles to Erie, Pa., was made in 26 hours. This included a night run of 66 miles from Cleveland to Ashtabula in 2 hours 50 minutes.

The start was made from Chicago at 3 o'clock Wednesday morning. Ellis and Schmidt arranged to alternate in driving the car and had the Apperson brothers with them as companions. Toledo, 271 miles, was reached at 10:30 a. m.; Cleveland, 376 miles, at 10:30 that night, and Erie, Pa., 445 miles, at 5 a. m. Thursday.

At Westfield, 485 miles, where they arrived at 7 a. m., they turned south. They got to Jamestown, 517 miles, at 9 a. m., having plowed through the mud for 20 miles. Schmidt waited here an hour for Ellis to catch him by train and then the latter set out again to battle with the mud. He reached Salamanca, 551 miles, at 11:40 a. m. The Apperson was pushed on through to Olean, 570 miles, and got there at 3:30 p. m. Ten miles had been lost by following the wrong road.

"We were nearly 5 hours ahead of the record, when Olean was reached," said Arthur G. Schmidt. "The car was in good order and we could have continued, but the downpour of rain was so heavy and had been going on for several hours, so that the roads became mere mud and rivers and it would have been exceedingly dangerous to venture on them at great speed."

Jerome A. Ellis, who was listening to his companion's remarks, added that he believed New York could have been reached even in the stormy weather with a slight advance over the present record. "Both of us were feeling as fresh and as well disposed as when you come out of a theater and enjoyed a good comedy. We are by no means discouraged, and will shortly again attempt this record, which we feel confident will be broken in hollow fashion, if the weather conditions are favorable. We want to cut out hours, not minutes, and that's one of the reasons why we did not finish. You can see from the times made during several town-to-town runs that we went at a fine rate of speed, and there is absolutely no reason why we should not be successful, if we only have the weather on our side."

"And no trouble with the car," added Schmidt.

"Well, that is true," retorted Ellis, "but we really had very little trouble, the principal

one being with the batteries, which caused us to lose more than an hour in Cleveland. Barney Oldfield came to our assistance and took us to the Peerless factory, and we owe him our thanks. During the entire journey we had only one puncture, which was quickly repaired. We lost 7 minutes on account of a freight train blockading the road during that length of time, also 20 minutes to clean our carbureter, but the loss which caused us more anger than any other was at a point where we had to lay around 40 minutes for our guide, who, through some misunderstanding, waited for us at another village. But then, all that did not discourage us very much, as after we were once going we made up lost time so rapidly that we generally were ahead at all important towns."

"Somewhere in New York state," said Schmidt, "our guide took us on the wrong road for about 10 miles, and that meant another half hour to the bad. The sign on our car 'For Good Roads—Chicago to New York,' could not have been better chosen. It made a great hit with the country people and the majority of the farmers showed evidence of interest in the good roads movement."

FAST STEAMBOAT BEATEN

New York, Aug. 1—An average of 24.29 miles an hour is the magnificent performance made by the Standard motor boat in its race with the newly-built steam launch, Swift Sure, belonging to Captain Nat Herreshoff. It happened at the power boat races organized by the Atlantic Yacht Club at Sea Gate, Coney Island, last Saturday. Only these two boats raced, but Vingt-et-Un, which belonged to another class, started alone and made the second best time. The distance to be covered was 20 nautical miles, twice around a 10-mile course. The time for the full course for each boat was: Standard, 56:50; Vingt-et-Un, 57:54; Swift Sure, 59:36. The average per hour for each boat was: Standard, 24.29 miles; Vingt-et-Un, 23.83 miles; Swift Sure, 23.16 miles.

The fact that the new steam craft was launched last Tuesday and had been subjected to only a few trial spins, was not generally known, and many think that the showing made by the boat is most remarkable and that it may yet develop a great deal more speed after having been some time on the water. Captain Herreshoff was well satisfied with the performance of his craft.

AUTOMOBILES FOR OFFICERS

Milwaukee, Wis., Aug. 1—The day of the "Black Maria," that forbidding vehicle which hauls men to jail, is waning in Milwaukee. The county jail and the central police station are located on opposite corners of Oneida street and Broadway in this city. Sunday afternoon two automobiles came down Oneida street together. One went to the jail; the other to the central station. One of the machines carried a man charged with assault in charge of Under Sheriff Fitzinger. The other delivered up to justice a sneak thief who was landed by Detectives Rooney and Motts. An experienced chauffeur will hereafter be one of the fixtures in the office of the sheriff of Milwaukee county, who has made a contract with the C. G. Norton company for prompt automobile accommodations, night and day, for the service of papers and summary arrests throughout the county. The Norton garage is opposite the county jail.

SPEEDOMETER WINS CASE

Chicago Jurist Thinks Speed Gauge Better Evidence than a Policeman's Word and Watch

Chicago, July 30.—A far-reaching decision, which is a victory for the Chicago Automobile Club and Joseph F. Gunther, manager of the local branch of Thomas B. Jeffery & Co., makers of the Rambler cars, was rendered by Judge Haney yesterday when the court held that the speedometer used on the motor car was better evidence than the watch of the policeman who arrested Gunther, claiming he had been driving his car at a greater speed than allowed by law.

The case is a rather interesting one because there was an argument concerning the law invoked, the Evanston ordinance, in which suburb the local man was arrested, providing a speed of 12 miles an hour, while the state law permits motorists to go as fast as 15 miles an hour.

The Chicago Automobile Club planned the affair in order to test the law and Gunther volunteered to take the chances. In company with Frank Smith and Andrew McAnsh, both members of the club, he started for Evanston but fitted a speedometer to his car. The latter was in constant view, and when nearing Evanston the car was regulated so as to run at 11 miles an hour. In driving through a certain avenue a policeman suddenly ran from behind a tree, holding a watch in his hand. "You have exceeded the speed limit by 6 seconds," he said, and ordered the automobilists to go with him to the police station. There Gunther gave bond and July 28 appeared before Justice J. F. Boyer.

Attorney Cantwell secured a writ of habeas corpus before Judge Haney. In his argument Attorney Cantwell said: "Not one man in 100 arrested in Evanston for violation of the speed ordinance escapes a fine. Mr. Gunther violated no ordinance; his speed gauge proved that. The fees and costs which go into the pockets of Evanston's officials are responsible for the numerous arrests. They arrest women and children who have never traveled faster than 8 miles an hour in automobiles."

Yesterday Judge Haney rendered the decision referred to, and it is expected that the overzealous Evanston officials will be more careful hereafter before making arrests. This first success of a motorist will encourage others to follow the example should they be treated in a similar way.

BIG FIELD IN AFRICA

Washington, D. C., July 30—In previous issues of MOTOR AGE have been published reports concerning the merits of the market South Africa offers for automobiles. Continuing these, it is interesting to note how evidence of the expansion of the industry in various colonies comes to hand from many and varied sources. The establishment of a regular motor service in South Africa, both for passengers and goods, as a supplement to the railroads, was long since mooted, and in many quarters a practical outcome is regarded as certain.

So important a body have automobilists become in South Africa that they are conducting an effective agitation for road improvement, and steps have been taken for the establishment of a series of road houses specially to cater to their requirements. From many points

of view the automobile is already a prominent feature in South African social and commercial life, and in the latter sense its merits and general use will be especially pronounced. In addition to its automobile fire engine, the Johannesburg town council has just ordered a "Baby Peugeot" for use of the chief officer of the fire brigade. Indeed, Johannesburg is well to the front in the use of the motor car, and a noted scientist's comment at a recent lecture in London upon the large number of motor cycles in Johannesburg is only in keeping with a large mass of evidence. Surely the moral from this is obvious, and proves conclusively that our manufacturers can no longer wait for further favorable developments, but must seek now to expand their present or lay the foundations for their future trade in the promising markets South Africa offers.

FORGOT THE LAW

An interesting issue came up recently between an editorial writer of a newspaper, of Syracuse, N. Y., and Secretary-Treasurer Frederick H. Elliott, of the Automobile Club of Syracuse. Under the heading of "Who Owns the Roads?" the editor said:

Some people in Syracuse and a great many in Onondaga Valley would turn out to see the automobile races on the macadamized road south of the Candee hotel if these races should be held according to the proposition of Mr. Elliott, the secretary of the automobile club. It would be an interesting sight to see the best automobiles of this city going as fast as they could over the splendid stretch of level road and to notice how quickly their experienced drivers could bring them to a halt. There won't be the slightest objections on anybody's part to this plan if the owners of the road give their consent.

But who are the owners of the road?

It was built under state supervision according to the plans and specifications of the state engineer and surveyor. It cost more than \$10,000 a mile. Built under the Higley-Armstrong act the cost of this road was divided. Half of it was paid by the state, 35 per cent by the county and 15 per cent by the town or the abutting owners.

Mr. Candee, of Onondaga Valley, says he is confident that the consent of the abutting owners paid but a small part of the cost of constructing this road. The people who live in South Onondaga and all that great stretch of farming country which extends south and west of Onondaga Valley depend upon this road as a means of communicating with the market in which they sell their produce and buy the necessities of life.

To these people this stretch of road is not a playground nor a race track but a necessity in the carrying on of their business.

These men are citizens of New York state and as such have paid their part of half the cost of this road. Many of them are citizens of Onondaga county, and as such they have also paid their part of the 35 per cent of the cost. They have a right to be consulted in this matter, and if any considerable number of them see fit to protest against the use of the Dorwin Springs road as a race track for automobiles the races must not take place.

Mr. Elliott's reply printed the following morning is in part as follows:

There will not be any competitive racing, as one might infer from your editorial, as it will be absolutely impossible to have even two machines running in the same direction over this course together. It is our intention to show how quickly an automobile can be brought to a standstill and how well the machines are controlled by their operators.

In respect to the authority as to the designating of any course, I respectfully refer you to subdivision 6 of section No. 3, laws of New York, Chapter 538, as follows:

Subdivision 6—Speed Tests and Races—"Local authorities may, notwithstanding the other provisions of this section, set aside for a given time a specified public highway for speed tests or races, to be conducted under proper restrictions, for the safety of the public."

NAPIER GETS THE CUP

Harmsworth Trophy Remains in England—Only Nine Starters and Many Motors Go Wrong

According to a cable report the Harmsworth cup race, considered the most important motor boat event in the world, and corresponds to the James Gordon Bennett race owing to its international character, was won last Saturday by the English craft Napier Minor from Trefle-a-Quatre, the French representative.

Eighteen motor boats, representing makes from France, Germany, America and England, were built for the event, but only nine were ready. Out of these there were only six that actually started. In the first heat the American boat Challenger, the French craft of Clement-Bayard and Napier II started. The American boat took the lead and was going well when one of her forward cylinders began missing, followed by trouble to all the cylinders. The French boat had an accident to its propeller a few seconds after the start, which put the 200-horsepower racing monster out of the contest, and enabled Napier II to win in a walkover. The time for the course was 25 minutes 10 seconds, an average of over 21 miles an hour.

Napier Minor and Trefle-a-Quatre had a walkover in their respective heats, while Napier II beat Napier Minor by 19 seconds in the fourth heat. Thus Napier II, representing England, was to race with Trefle-a-Quatre, of France, for decisive honors. The English boat had its bow injured in the previous event and it was decided to send the Minor against the rival from across the channel. The English boat started better than the French, soon gained a second, and increased the advantage steadily. Napier Minor won by 1 minute 25 seconds in 23 minutes 1 second, developing a speed of 23 miles an hour.

AN OLD SCHEME REVIVED

San Francisco, Cal., July 26—Owners of automobiles will be interested in the invention of a Modesto, Ore., man who has devised a way to get rid of the puncturable tires. Some time ago Dr. Cunningham of Los Angeles interested Mr. Shafer of Modesto in a scheme to do away with the pneumatic tire of the automobile and Shafer bought all the doctor's drawings and the idea and proceeded to work out a practical model upon which he could secure patent rights. The idea upon which work is done is to have the spring of the wheels in the hub of the wheel rather than the tire. On the outside of the wheels there is an ingenious arrangement of steel springs and heavy solid rubber plates. These have a give when the machine is running which corresponds to the give of the pneumatic tire, and there is no danger or possibility of a puncture for no air is used.

A few days ago Councilman Fred T. Merrill, of Portland, O., was in town. "I am going to start a movement," said he, "to bring about the passage of a new ordinance to regulate the speed of automobiles in Oregon. The present law is too severe and motorists are bitterly complaining. There has never been a death caused by an automobile in Oregon and the speed of the motor cars should only be controlled in the fire limits. Drivers are not reckless, but law observers; but at

the same time they are deprived of much pleasure by being compelled to go around at an unreasonable speed limit."

Owing to numerous complaints which have arisen lately in regard to automobiles coming into the Yosemite valley and causing horses to be frightened, thereby endangering the lives of tourists, a petition has been presented to the guardian of the valley, and it is likely that hereafter automobiles will be prohibited from the steep mountain grades.

The first automobile run from here to the Nevada mining town, Tonopah, was recently made by Harry Lemmon and his driver. They climbed the Sierra Nevada mountains, which was an extremely rough part of the trip, the ascent to the summit being 6,900 feet. Not an accident was sustained during the climb.

MUCH FIERCE CHIEF

Syracuse, N. Y., Aug. 1—The commissioner of public safety and the chief of police have begun a campaign against automobilists who violate the speed law. Chief Wright has written a letter to the commissioner suggesting that a general order be issued to the police in regard to the fast driving of automobiles. An order has been issued to the police force directing the arrest of all violators of the ordinance. The speed limit within the half-mile circle is 8 miles an hour, and all other places within the city limits 10 miles an hour. Chief Wright in talking about the matter delivered himself of the following characteristic sentiment: "I wish that some of these buzz-wagon fellows would run down a New York Central freight engine—one of those big ones. If the perfectly heinous driving is not stopped some one will surely be killed, and I have directed officers in command of the three squads to make it plain to the men that it must be discontinued."

DOING GOOD WORK

New York, July 30—The New York Automobile Trade Association is booming along toward success. It has now thirty-eight members. Novel methods of arousing and sustaining interest and assuring a large attendance at the weekly Wednesday night meetings have been originated and put into practice by President Mabley. The members now dine together at some popular restaurant each Wednesday night. During dinner trade problems are informally discussed and formally acted upon at the meeting following. All hands are filled with enthusiasm. This week's attendance was sixteen. It will be larger next week. The association is now at work completing a set of standard charges for storage, supplies and repairs, and establishing a registration bureau for chauffeurs. No compulsory rules will be promulgated. Mere recommendations will take their place.

A. L. A. M. A PUBLISHER

New York, Aug. 1—The Association of Licensed Automobile Manufacturers has just gotten out an elaborate and comprehensive handbook for users of gasoline vehicles, which will be mailed free on receipt of 6 cents postage at its offices, 7 East Forty-second street. A salient feature is that to each model made by an A. L. A. M. member is devoted an illustrated page of uniform specifications, compiled from answers to a fixed set of questions covering every point worth knowing by a buyer or user.

CARS FOR MAIL SERVICE

Danish Government Commission Visits Manufacturing Countries on Tour of Inspection

Washington, D. C., July 30—The Danish minister here has been advised of the fact that the automobile commission recently sent abroad by his government on a tour of inspection with a view to reporting as to the adaptability of the automobile for short-route mail service, has returned to Copenhagen. The commission was composed of officials from the postoffice and other governmental departments and engineers appointed by the Danish government. From the information that comes to Denmark's representative in this country, it appears that the members of the commission visited a large number of places in north and central Germany, France and England, the object of their tour being to find out to what degree the automobile might be made a substitute for secondary railways.

The tour of investigation brought out the fact that the automobile offers the best of service in places where the machine has been employed in the public service. For one thing, the automobile reaches its destination on time, and has advantages over the railway train, which often in foreign countries, and especially in England, fails to arrive on schedule time. It is, however, only on the shorter routes that the automobile has as yet been introduced in the postal service. The members of the commission also learned that the greater number of foreign automobile manufacturers have hitherto paid little attention to the construction of automobiles for commercial purposes. The few manufacturers who have, however, given special attention to this subject have been successful, as is evidenced by the cordial reception which the public has given the automobile omnibus, for instance.

If speed were not a consideration, it was evident to the commission that it would not be advisable to replace the present stage service with automobiles. On the other hand, if quicker delivery is the main object, the automobile will best meet the requirement. It is the intention in Denmark to replace the day coaches—stage service—by automobiles. It will be required that they have a speed of about 12 miles an hour on the average, which is about the speed maintained in the public mail service in other countries.

The Danish minister has also been advised that his government has just entered into a 10-year contract with a Copenhagen company for the delivery of mails over the stage routes in Denmark proper. If the consent of the postal officials is obtained this company will install automobile coaches in place of horse-drawn vehicles. Four automobile omnibuses of French and, probably, German and Scotch manufacture will be given a 3-months' trial, beginning in September next. It is confidently expected that the experiment will be successful, and if so there will be a large demand during the next two or three years for automobiles of the omnibus type.

It also appears that the commission is desirous of interesting American manufacturers of this type of automobile, and if there is any member of the trade who desires to be placed in direct connection with the interested parties

in Copenhagen, it is advisable that they communicate such desire to the American consular officer in Copenhagen, Raymond F. Frazier, who will see that such communication reaches the proper officers.

The conditions to be met before any particular make of machine will be purchased are rather severe, being in part as follows: The body of the car, exclusive of machinery, must be approved by the commission. The car must be run 1,243 miles after coming from the factory, at the maker's expense, an inspector appointed by the commission being on board throughout the run. The car will then be taken apart and each part carefully inspected, cleaned, and readjusted, and the car will then be run 3 days more at the expense of the maker. After these preliminaries the car will be forwarded to Copenhagen and run for 3 months by a driver furnished by the maker, who will at all times be accompanied by a representative of the commission. The commission will pay the salary of the operator, will furnish gasoline and oil, and provide a garage for the car. One-third the price of the car will be paid by the commission on ordering it, one-third on its delivery in Copenhagen, and one-third at the end of the 3-months' trial, if it is found satisfactory. The car must accommodate sixteen persons, including the operator, and be capable of carrying 1 ton of freight besides, at an average speed of 12 miles an hour on a 9 per cent grade.

MORGAN'S CARNIVAL READY

Long Branch, July 30—Senator Morgan has completed the laying out of the programme for automobile carnival week, which will begin on Monday, August 15, and continue for 6 days. Announcement of the details of the show, which will be held in the West End rink, furnishing 100 by 80 feet of floor space, was made to the trade to-day. The carnival will open Monday with straightaway quarter-mile and half-mile races and record trials on the smooth, level ocean drive, permission for which has been given by the common council. Wednesday and Thursday there will be races on the mile track at Elkwood park, and the carnival will be brought to a conclusion Saturday with a prize floral parade and a ball at the Hollywood hotel in the evening. Altogether a great automobiling week is anticipated. The Jersey shore swarms with motor cars this season. The interest in automobiling is universal among the summer residents, forecasting a prosperous show for the trade.

GETTING FOREIGN BUSINESS

The government statisticians have completed the compilation of statistics showing the exports of automobiles during the fiscal year ending June 30, 1904, and find that they fell just \$4,395 short of the \$2,000,000 mark, the exact figures being \$1,895,605. In the fiscal year 1903 the value of these exports was \$1,207,065, and in 1902 the value was \$948,528. The exports during June last were valued at \$181,798, as against \$168,273 for the same month of last year. These figures show very plainly that our export trade in automobiles is increasing at a great rate and encourage the belief that within the next few years our foreign automobile trade will be one of the wonders of the American export trade. Our manufacturers seem to be going after foreign business with the same enterprise that characterized their dealings at home.

ALL KINDS

To a Martini car belongs the credit of having gone through successfully one of the most difficult tours ever made in any land. In a 16-20-horsepower touring car, Captain H. P. H. Deasy, Max de Martini, Massac Buist recently completed an 1,860-mile journey through the mountainous country of Switzerland, part of Italy and France. During the earlier part of the trip George Prade of l'Auto, Paris, was with the party, while during the latter part of the excursion A. Steines, from l'Auto, took his place.

According to the belief expressed by old time tourists, the long journey of Madame Lockert to Russia, the several American trans-continental trips, and all other long tours, were no more difficult. The most remarkable point is that not once during the thirteen days of traveling was it necessary, it is claimed, to stop owing to car or even tire defects. The excursionists were well provided with extra parts and accessories that were not needed.

The start was made from Neufchatel, Switzerland, June 26, and Geneva, which was to be the end of the trip, was reached July 8, 2 days ahead of the schedule. The party decided, however, to go to Paris from the Swiss town and this was done on the fourteenth day. All told thirty-four passes were crossed, giving a total altitude of climbing of 185,755 feet, the highest point reached being 9,425 feet and the lowest 2,681 feet above the sea level. One of the most difficult passes to cross was that of Forclaz, in Switzerland, which is prohibited to motor cars. After much difficulty in securing a guide, one was finally induced to get into the car and show the way, for which he asked a 100-franc note.

Speaking of the journey, Massac Buist, who represented a London journal, said:

"The nature of the way among the mountains caused great differences of temperature to be experienced within remarkably brief spaces of time, for ascents must perforce be made in turn with descents. Hence three most important parts in the mechanism of a motor car were being constantly and severely tested, the carburation, the radiation, and the water-cooled brakes that were seldom warmer than the bare hand could endure.

"Though the car had to pass over long patches of newly laid, sharp and unrolled stones with more than average weight passengers and complete luggage equipment, the tires were touched twice only and then simply as a precautionary measure. Both covers could still be used in their present condition. There would appear to be somewhat of a tradition springing up among motorists to the effect that all the roads in France are good. Experience in lesser known parts proves otherwise, it being doubtful if in Great Britain anything worse than many of the important military highways about the frontiers of France could be met with.

"It was necessary for us to take great care to avoid chills, but despite precautionary measures none came unscathed through the tour, the indisposition proving particularly trying owing to the severe physical strain. Turin, where sleep was impossible for heat, was left at 5 o'clock in the morning in the lightest possible attire. Within 3 hours the car climbed like a cat up among the white peaks. There all available wrappings had to be donned and snowballing was indulged in to



CAPTAIN DEASY AND PARTY IN SWITZERLAND

insure good circulation. Sometimes we experienced bleeding at the nose owing to the rarified air at great heights. Again, a day spent in mounting no fewer than six passes of an average height of nearly 6,000 feet above sea level ended in a descent to Nice, which appeared strangely unpeopled at so fine a season of the year, but wisely so when the heat is borne in mind. We once lunched in Grenoble, craving for a breath of cool air, and slightly shivered as the cooling breeze was felt at the Lauteret. The most refreshing slumbers are those that come when the nights are spent on the heights, as at the Petit St. Bernard and St. Pierre de la Grande Chartreuse. But in the hottest part of the day it was always possible to enjoy a cool, refreshing breeze, even when not actually on the heights, simply by seeking out the valleys along which the mountain streams rush rapidly.

"The journey was not devoid of incidents, for though there was not an involuntary stop of any sort from start to finish there were times in Italy, France and Switzerland when subsequent measurements of wheel tracks showed that fewer than 6 inches separated the passage of the outer wheels from the extreme edge of the unledged way.

"Were it possible to ascend a mountain merely by driving up a gradient cut along its side there would be little difficulty for the motorist. But the tracks are narrow, the mountain falls sheer away at the outer edge, there are more generally than not turnings too abrupt to be taken without backing at intervals, while there are bends every few yards round which it is impossible to see till they are actually being taken, and it is the southern continental custom to go to sleep when driving as soon as the town is left.

We had only come 26 kilometers from Barcelonnette along the Col De Valgelaye one morning when on cautiously rounding an unguarded bend of the pass a three-horse diligence, whose sleeping driver and two passengers had been heedless of our constantly sounding horn, was on us. Quick as thought the brakes were applied. The car stopped almost instantly and the reverse was rammed in with a jerk. The two poles of the vehicle were within a foot of charging the bonnet as the car began to move backward, not round

OF TOURS

the curve, but straight toward the sheer drop over the verge. Happily our shouts had awakened the driver, who applied his powerful brakes in time to give us a matter of inches to spare. Happily, too, the track widened farther on, so it was just possible to squeeze past, the diligence, of course, taking the inner side despite the French rule of the road.

"On another occasion a mule took the notion of shying after passing the car, the result being nothing more serious than a broken mudguard for ourselves. When ascending the Col De Trois Croix a mule that had espied us from afar came bolting down the pass with a cart in which was a woman. The animal, which appeared to be looking only at the car, made straight for the edge of the path, but, with cunning of its kind, pulled up dead on the very verge and stood stock still for some moments until we had passed by.

"Despite the fact that drove for 12 and 14 hours a day there was never a moment's dreariness, for every few yards gave a new view and the car was never for many moments at the same task. Great, gaunt, gray gorges that tower above the traveler until he knows the delights of being dwarfed by nature and of beholding the sky a mere artery of blue above, are succeeded by serpentine ascents giving distant and yet more distant views at every twist and turn of the coiling track.

"We traveled over the passes by which Napoleon marched his troops over the Alps into Italy, following the self-same track. After climbing height after height with scarce a down gradient throughout the day's journey, the night has been passed thousands of feet above sea level in some little village that nestles in the basin formed between a circle of surrounding peaks. Cascades and cataracts lend life to the vast, rough-hewn, brown mountain sides, while the sight of snow-capped peaks with glaciers passing between has a charm beyond the power of words to convey. All manner of towns were visited, too, from stately Turin to the quaint French villages, the main streets of which are overhung with movable sun curtains quite across the way in a manner reminiscent of the bazaars in Chinese Turkestan."

FOUND TOUGH ROADS

E. E. Dryden, of Grand Rapids, Mich., started for St. Louis, Mo., a few days ago with his wife and daughter. The roads were so bad that when Springfield, Ill., was reached the car had to be left in a repair shop to be overhauled. Mr. Dryden and his family then returned to Grand Rapids by railway. "The roads to St. Louis are something awful," said Mr. Dryden. "I hold them responsible for the breakdown of the machine, which suffered an accident to its gear. We went along very nicely from Chicago to Joliet, and thence to Dwight, Ill., but west of Dwight we struck some fearful roads. The roads are of clay there, and the worst clay I have ever seen, although I am familiar with the clay roads of Pennsylvania. Where the clay was wet it was sticky. Where it was dry it was in big lumps. Deep ruts were worn in the roads and we had to follow these ruts. The ruts were ordinarily from 6 to 8 inches, but in places they dropped down to 12 or 16 inches, letting us down to the hubs, much to our discomfort. The roads seemed not to have been much traveled over since the spring-

The traffic over them from now on may get them in better shape for the big national run. My tires held out very well. I was told by repair men at Springfield that my machine was the first one to come through that had not had the tires badly cut by the clay."

MAINE MOTORISTS TOURING

A party of four motorists from Portland, Me., started last week on what is claimed the longest automobile tour attempted this season by Maine tourists. The four enthusiasts left in a steam vehicle for a 1,000-mile journey and will visit Boston, Worcester, Springfield, Hartford, New Haven, Bridgeport, New York and other towns in the state of New York.

RATHER OPTIMISTIC

F. L. Butzloff, of Clinton, Ia., recently went to Chicago and covered the 161 miles in 9 hours' actual riding time. "G. F. S.," also of Clinton, was given his first ride in a car and described the trip in a local paper. He concluded as follows: "We enjoy the automobile; we enjoy the ride the more the faster it goes; however, our advice to all travelers is to go by steam if they must get there; journeying by an automobile is not a science developed to the same degree as journeying in a Pullman sleeper."

CALLED IT A FIRE ENGINE

George C. Caplin, of Minneapolis, returned to that city a few days ago after having traveled over 3,000 miles within the last few weeks. It was a business and pleasure trip combined, and almost every imaginable kind of road was encountered. The country people seemed much interested in the automobile and some made queer remarks. An incident which especially amused Caplin and the party with him happened in a Wisconsin village. The tourists had left the car in a blacksmith shop while at dinner. Suddenly a farmer came into the office and exclaimed with excitement: "Say, boys, did you see the new fire engine? It's in town, and a fine one at that."

Every one talked about the machine, when one burst out with the following exclamation:

"Get out, Sam; you don't know what you are talking about. That's not the new fire engine, that's an automobile."

"Guess it ain't," retorted Sam, and a general discussion followed, in which one tried to show the other the difference between an automobile and a fire engine. Sam still held to the fire engine.

"Well, I'll have to see an automobile before I change my mind," said he.

A TEMPERANCE TOURIST

A temperance meeting was held in the Congregational church at Savannah, N. Y., Friday night under the auspices of the Anti-Saloon League, at which Vice-President Davis—not the democratic one—of the state league spoke. Accompanied by a quartette of trained singers Mr. Davis is making a tour through New York state for the purpose of encouraging temperance on the part of automobile tourists. The temperance agitators are taking in all of the leading towns in advance of the St. Louis tourists, who may find it rather dry on their trip across the Empire State.

FOREIGNERS HIT BAD ROADS

A party from London, England, consisting of A. D. Grigg, the Misses Grigg, and R. D. Gore, were in Syracuse last week in their motor car, which they had driven from New York, where they landed 2 weeks ago. The party intended to drive their car to St. Louis, but owing to the condition of the roads gave it up at Buffalo.

SET OUT TO ONSET

The third run of the Rhode Island Automobile Club will start from the Crowh hotel, Providence, at 2 o'clock on August 6, and the cars will go to Onset, Mass., a shore resort on Buzzard's bay. The route selected is through Fall River, New Bedford, Fairhaven to Onset, a distance of about 54 miles. Sunday morning will be left free for the participants in the tour to do as they like, and as Onset is not far from Gray Gables, the former home of ex-President Cleveland and the home of Joseph Jefferson, the veteran actor, it is very likely that some of the tourists will take a side trip

to these places. The return trip will be commenced about 2 o'clock on Sunday afternoon. The members of the club will stay at the Onset house and the Glen Cove house while at Onset.

TOURED CALIFORNIA

S. C. Hammond and a party of four ladies returned recently to San Francisco after having traveled during 24 days through California in a new Winton car. It was a pleasure trip and at no time was any attempt made at attaining speed. A trifle more than 1,500 miles were covered, or an average of 62½ miles per day.

WINTON GOING FAST

A fast run was made recently between Toledo, O., and Coldwater, Mich., in a new Winton four-cylinder car. M. Kitchel and P. Gorn covered the 110 miles in 4 hours 45 minutes, and could probably have gone half an hour faster had they not become lost.

ON 4,000-MILE TRIP

Four automobilists of Colorado Springs, Colo., expect to leave Cleveland, O., August 20 on a 4,000-mile journey. The trip is to be made in a new four-cylinder Winton, which was ordered by W. W. Price. The other members of the party will be Dr. S. R. Bartlett, H. T. Lowe and L. G. Carlson.

HUSKY YOUNG DRIVER

A new local record was recently established by Eshelby Lunken, of Denver, who is only 13 years old. He went from Denver to Pueblo, Colo., covering the 130 miles in 6 hours 25 minutes in an Autocar. There were several passengers, but the young motorist handled the car alone all the way.

NEARLY TRAIN TIME

G. W. Soules recently went from Denver to Colorado Springs, Colo., in 2 hours 53 minutes, using a Pope-Toledo car to make the run of 75 miles. This is the best time yet made by automobile and is considered good inasmuch as the average time by train is 2 hours 30 minutes, with only a few stops.

RIDICULING A POLICE MAGISTRATE

Clad wholly in clothing of armor plate, and looking like knights of the fifteenth or sixteenth century, two colored drivers, one in a Deauville and the other in a C. G. V., created much amusement and amazement in the streets of New York and Brooklyn. Had it not been for streamers which attached on the sides of the tonneaus—bearing the inscription "Friends of Magistrate M. Cornell, do not shoot"—the two fellows might have been taken for crazy men. It all was the result of a combination made by Ernest E. Partridge, vice-



THE ARMORED CHAUFFEURS STARTING ON THEIR TRIP ABOUT NEW YORK TO RIDICULE MAGISTRATE CORNELL, UPON WHOM THEY MADE SEVERAL CALLS TO SECURE HIS HONOR'S APPROVAL OF THE ATTIRE ASSUMED

president of the Standard Automobile Co., and Carlton R. Mabley, of Smith & Mabley, who thought of playing a good joke on the now famous officer of the law who recently suggested that a man who shot a reckless driver was justified in doing so. Twice did the armor-plated and bullet-proof darkies go to the Third district court, in Sussex street, but they were unsuccessful in finding the justice, although they were anxious to ascertain from him whether the latest style of automobile garb would meet with his approval.

THE READERS' CLEARING HOUSE

TWO-PISTON MOTORS

Estero, Fla.—Editor MOTOR AGE—I am very much interested in the explosive motor and am more or less familiar with the Clearing House and similar departments in several other papers, and for accuracy of the information conveyed I consider this department of your paper second to none, and I wish to ask your kind indulgence to the following extent:

Will you please give me the proper diameter of the exhaust and suction intake valves for a motor of $2\frac{1}{2}$ -inch bore by $7\frac{1}{2}$ -inch stroke, at 1,000, 1,500 and 2,000 revolutions, and quote the formula for the same? What do you think would be the advantages and disadvantages of such an exceptional length of stroke? I am aware of the disadvantages of an abnormally high piston speed but this could be obviated by exploding the charge between two pistons as per a design I saw illustrated in some of our scientific or automobile papers some time since. In such a design how would you figure the horsepower? Would you count the area of one piston and both strokes?

I notice that some designers use an exhaust valve with an area of only two-thirds the intake. Is this good practice; and if not ordinarily so, would it be where there is a proportionately longer stroke?

I notice that a certain quite successful motor with 3,400 maximum revolutions has an intake valve with an area of only .4417 square inch, when according to any formula with which I am acquainted, it should be at least 1.1484, or three and one-quarter times as large. Now if this is abnormal in what way is the attendant difficulty of a throttled charge to be obviated? Would it be by giving the attenuated mixture a higher compression? Would there be any advantage in lifting against pressure to use two exhaust valves instead of one and have the lift of one to slightly precede the other?—THOMAS P. GAY.

It is not probable that one would be able to get a speed of 2,000 revolutions per minute out of the motor specified. One and a sixteenth inches will do for both valves and will freely accommodate the exhaust charge at maximum speed. At 1,000 revolutions per minute a 13-16-inch valve will be ample. With such a long stroke the mean effective pressure would be lowered, for by the time the piston has traveled that distance there will not be very much pressure in the cylinder. Power will also be lost by the loss of heat due to the conducting cylinder surface. This, as well, will mean quite an excessive weight in radiating fins, for they would have to extend over the fully exposed length of the cylinder. It would be better to make the stroke $3\frac{1}{2}$ inches. In figuring the horsepower of a double piston motor where the charge is fired between them, the motor can be considered as a single-cylinder of the same bore, having a stroke equal to the sum of their strokes. Nothing is gained by this construction except complication, added friction and increased weight. The combustion in a cylinder can only pro-

duce power by expansion, which means volume increase. Unless expansion is complete—that is, that the gases are emitted at atmospheric pressure—the exhaust valve should be the larger, in case the inlet is as small as practical. Usually the exhaust valve size is determined and the inlet made like it, so as to use duplicate valves and tools. The exhaust valve should always be equal to or greater than the inlet, never less. With a small inlet valve it is necessary to use a high compression; otherwise the mixture would be in such a rarified state as to decrease the power. The use of two exhaust valves, as stated, would be of no practical advantage, although by opening a small valve first the pressure would be reduced by the time the larger valve was lifted. A port uncovered by the piston at the end of its stroke would serve the same purpose as this small valve.

CHEMISTRY OF STEEL

Terre Haute, Ind.—Editor MOTOR AGE—What effect does the addition of nickel, carbon, chromium, etc., have on the physical properties of steel?—H. H.

Nickel increases steel's density, strength and elasticity, and will not corrode. About 4 per cent is used. The high elastic limit prolongs the life of steel where it is subjected to severe shocks and strains. Chromium hardens iron and facilitates forging. It is not used much. Carbon increases the tensile strength and elastic limit and makes the steel harder to work. For certain purposes aluminum, manganese, tungsten, sulphur, silicon, phosphorous and arsenic are also used, but not to any great extent commercially.

COMMERCIAL AUTOMOBILES

Cleveland, O.—Editor MOTOR AGE—As one interested, perhaps, more in the general advancement of automobile interests than in any special subdivision of it, it has been with some regret I have observed a tendency on the part of the automobile press to assume that the automobile for business purposes is as yet in an undeveloped stage.

This attitude has no doubt been due to the fact that complaints of the performance and failures not only naturally attract more attention at the present stage than do the greatly preponderating successes, but are very much exploited by interested or prejudiced parties.

Whatever improvement the future may bring forth, the power truck and wagon of reliable manufacture has already been demonstrated to be commercially much superior to the horse, and therefore it is time that those at common interest in the advancement of the art should express themselves on this division of the business in a manner characteristic of a work successfully accomplished.

The advancement of the business automobile has suffered not a little from the irrational expectation that for each particular power there is an established, definite and invariable expense account. As a matter of fact the ex-

pense of operation of an automobile could be expected to vary according to circumstances between very wide limits.

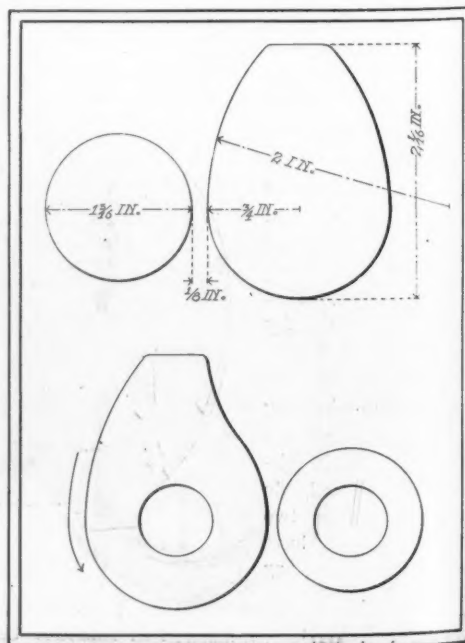
Perfection in automobiles is no more to be expected than perfection in horse service, and I could scarcely believe anyone could dissent to the statement that when more money can be made or saved with the power wagon than with any existing means of transportation, the supremacy of the former has been established. This condition has existed for several years, and the difficulty has been that those who knew it have either been too negligent or too timid to bring it strongly before the public.—HAYDEN EAMES.

EXHAUST VALVE CAMS

West Park, O.—Editor MOTOR AGE—The accompanying sketch is of an exhaust cam and roller which I am now using on my gasoline engine. The design for this cam was taken from an article in MOTOR AGE some time ago. This cam does not seem to operate the valve correctly. It is so set that the exhaust valve commences to open at the end of the expansion stroke and the valve is not entirely closed when the piston commences on the intake stroke. The roller is set $\frac{1}{8}$ of an inch from the round end of the cam and the valve opens 7-16 of an inch, which I think is too much. What is your idea of the design of this valve and in what way should it be changed to operate correctly?—W. J. E.

An exhaust valve should have a lift equal to one-quarter of its effective diameter, which will give a rise from the cam center of $\frac{3}{4}$ -inch plus $\frac{1}{4}$ -D, the effective valve diameter in this case. The rise on the sketch submitted is for a valve with a diameter of $1\frac{3}{4}$ inches. The clearance between the cam and the roller should not exceed 1-32-inch, while the sketch shows $\frac{1}{8}$ -inch. Considering this clearance the distance from the cam center to elevation should be $\frac{3}{4}$ -inch + 1-32-inch + (D÷4).

The cam is set wrong. If the motor dimensions were given MOTOR AGE could give definite information on the valve size and lift. The exhaust valve should start to open when the crank angle is 20 degrees from completing the strike, and should close as the piston reaches the back stroke. A much better shaped cam is shown in the lower illustration. The drop-off on the leaving side will greatly reduce the noise.



EXHAUST CAM DESIGN



THE TWO-CYLINDER WAYNE

DEVELOPMENT OF MOTOR CARS

The controller is of the General Electric type with resistance on the first notch. There is a safety switch with removable plug. There are two headlights, two side lights, one tail light and a dome light in the canopy top, all electric.

The battery is divided into two separate groups for charging. One charge of the battery is said to be

sufficient for 60 miles of travel on good roads.

This vehicle, which has just been delivered, has been under construction during the past 6 weeks at the factory of the Electric Vehicle Co., and has been tested, it is claimed, with satisfactory results.

This style of electric car seems to be gaining in favor on account of its more stylish appearance than the conventional electric following horse-drawn-carriage design.

WAYNE LIGHT TONNEAU

The car of particular pride in the factory of the Wayne Automobile Co., of Detroit, Mich., is the Wayne two-cylinder touring car, which is a tonneau of accepted design driven by a 16-horsepower, double-opposed motor placed under the body.

The wheel base is 80 inches and the tread 56 inches. The wheels are 30 inches in diameter, of the wood artillery pattern and fitted with 3½-inch detachable tires.

The front wheels run on ball bearings on a

solid axle, while the rear wheels run on roller bearings on a live axle equipped with a spur gear differential. The main frame is of pressed steel, re-enforced at the corners with triangular plates, and equipped with forged extensions to form hangers for the 40-inch semi-elliptical springs.

The motor is hung on the left side of the frame from angle cross bars, there being no regular sub-frame. This motor is of 5-inch bore and stroke and its rating of 16 horsepower is at 900 revolutions per minute. The head and valve chambers are continuously water jacketed and are provided with a water circulation accomplished by the usual double gear pump system, including a 5-gallon tank under the bonnet and a coil radiator of copper pipes with square fins. This is placed in front, honey-comb radiator fashion, with the tank above to form the peak of the curved-top bonnet.

The ignition is a conventional jump spark system, with current from either of two sets of six-cell dry batteries, through a dash-board coil. The batteries are under the bonnet with the gasoline tank. The latter holds 12 gallons and feeds a float feed carbureter. The lubrication of the motor is by a pressure, sight feed multiple oiler.

Transmission is through a planetary gear on an extension of the motor crank shaft. It furnishes the two forward speeds and reverse usual to such gears and drives finally through a single roller chain to the differential.

There are two brakes, one on each side of the differential drum. The steering is by wheel. A side lever controls the speed changes, a pedal the brakes, and hand levers on the steering wheel post the throttle and spark lead.

The body is a roomy tonneau with divided front seats. The upholstery is in hand buffed leather with steel springs backing the

ELECTRIC TOURING CAR

The large Columbia touring car shown in the accompanying illustration looks like a full fledged four-cylinder gasoline car, but it isn't. It is strictly electric and represents what is probably the most determined advance in electric vehicle design in the world.

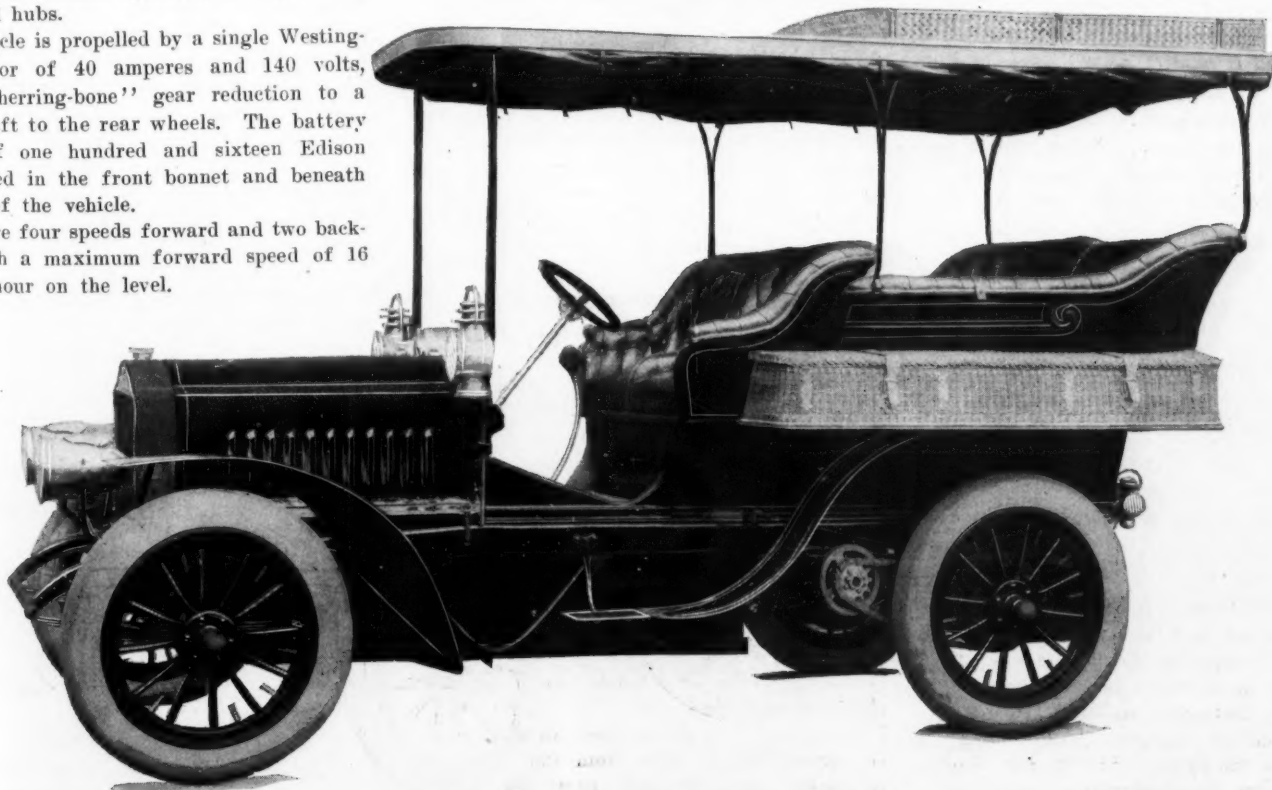
It was built by the Electric Vehicle Co., of Hartford, Conn., for E. E. Gold, president of the Gold Car Heating & Lighting Co., of New York. The car is of regular touring style with canopy top, side curtains, baggage rail, glass front, etc. The dimensions are similar to those of the Columbia 35-horsepower gasoline car.

The wheel base is 106 inches and the gauge 56 inches. There is seating capacity for seven persons; two in the front divided seat and five in the tonneau. The tires are detachable, 34 by 5 inches front and rear. The steering is of the standard Columbia wheel pattern.

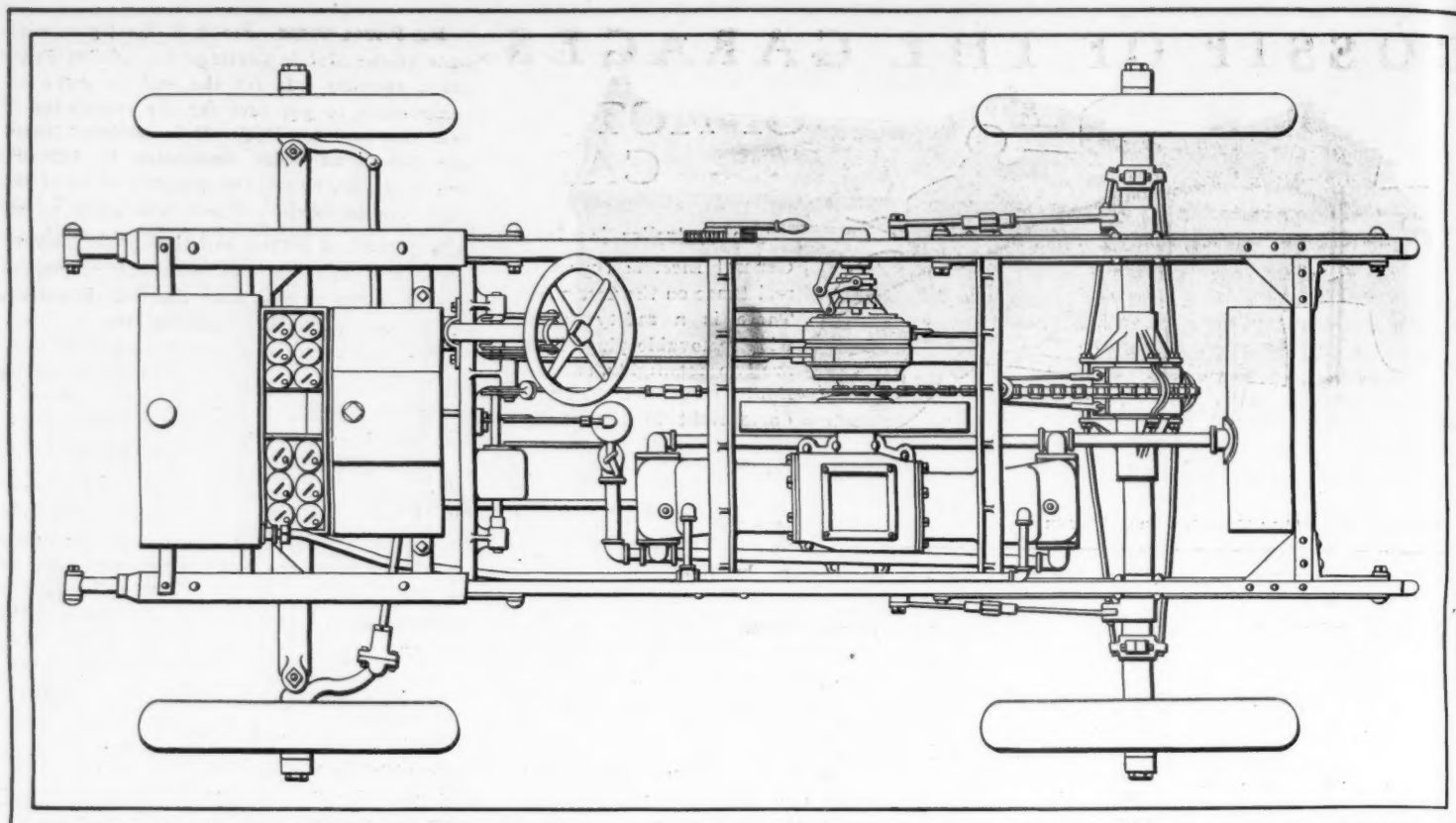
There are two sets of double acting brakes, the regular brake, which is foot operated, acting on the counter shaft, and the emergency brake, which is hand operated, acting on the rear wheel hubs.

The vehicle is propelled by a single Westinghouse motor of 40 amperes and 140 volts, with a "herring-bone" gear reduction to a countershaft to the rear wheels. The battery consists of one hundred and sixteen Edison cells carried in the front bonnet and beneath the floor of the vehicle.

There are four speeds forward and two backward, with a maximum forward speed of 16 miles an hour on the level.



THE COLUMBIA ELECTRIC TOURING CAR



PLAN OF THE CHASSIS OF THE WAYNE

hair padding. The fenders are of steel with wire edges. The body is finished in carmine with black trimming.

GENUINE AUTOMOBILE SCHOOL

A huge building belonging to the Belgium government has been leased for a term of years to M. J. Carlier, of Brussels, who will open a school for drivers, which will be known as the Professional School of Trades. It will be under the patronage of the Automobile Club of Belgium and will be opened in October. There will be a technical and a practical course. The first one includes physics, mechanics and electricity; technology of the automobile; history of the automobile; the study of the rules of the police department, custom house and state legislation. The practical course includes drawing of parts, exercises in mounting, putting together, regulating and taking motors and motor cars apart, care and cleaning of the vehicle, and driving.

THE ORIENT TONNEAU

The latest thing in Orients is the little rig shown herewith, and which is the outgrowth of the well known buckboard. The new car is a four-passenger, light tonneau, almost identical in construction with the buckboard with the exception of being equipped with a body. The Waltham Mfg. Co., of Waltham, Mass., claims that it will carry a full load at 18 to 20 miles an hour on level roads and will surmount all ordinary hills without difficulty. It is sold at a modest price to meet popular demand.

RECENT INCORPORATIONS

New York—The Imperial Electrical Motor Co., capital stock \$1,000,000. Incorporated under the laws of the state of Maine.

Peoria, Ill.—Peoria Automobile Co., capital \$5,000, to manufacture automobile vehicles. Incorporators S. K. Hatfield, Charles L. Gage and E. N. Giles.

Buffalo, N. Y.—Automobile Racing Association; capital, \$1,200. To promote races and

automobile shows. Incorporators A. H. Knoll, W. C. Jaynes and C. W. Roe.

St. Louis, Mo.—Macnish Automobile Co., capital stock, paid in full, \$10,000, to deal generally in automobiles and supplies.

New York—Cook Kerosene Carburetor Co., capital \$200,000, to manufacture carburetors and vaporizers for use in automobile and marine motors. Incorporators James J. Cook, Mungo J. Currie, John Alexander Currie, Albert J. Cook and Henry M. Traphagen, of Jersey City, N. J., and Samuel G. Currie and Eugene L. Flandreau, of New York.

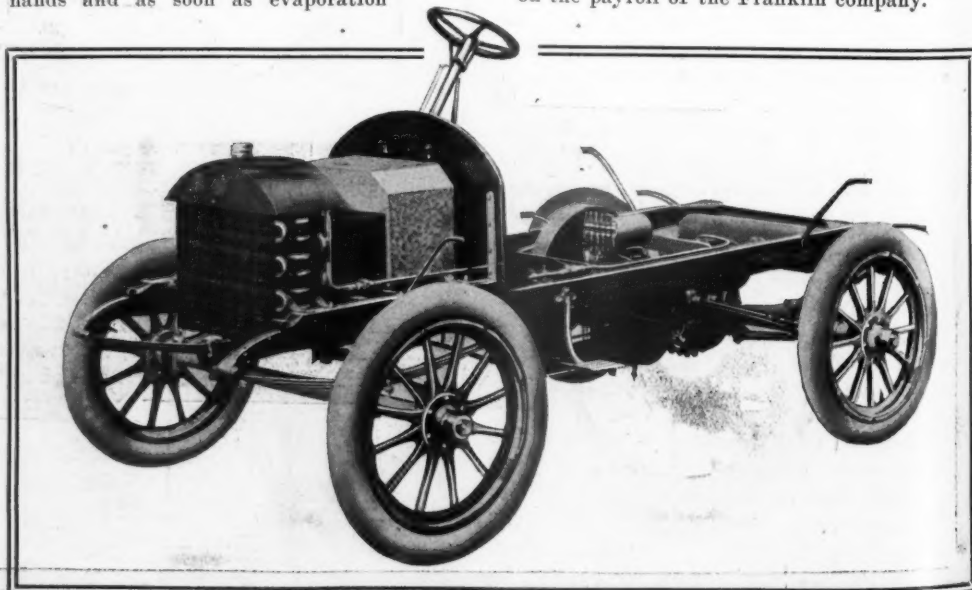
WATER UNNECESSARY

The Albumen Cream Co., 46 Manhattan Avenue, New York, is introducing a cleansing preparation which is said to be especially desirable for automobilists on account of the fact that it may be used without water for cleansing the hands of all manner of dirt and grease. When used in this way a small quantity of it is rubbed well all over the hands and as soon as evaporation

is complete the grease or other foreign matter rolls off of the skin. It is said that the preparation is made of albumen principally and does not contain acid, alkali, grease or glycerine. Aside from the properties which render it desirable for use by automobilists on the road, it is said that the preparation may be used as a general cleanser for both face and hands in place of soap. It is sold in bottles of convenient size.

FRANKLIN PLANT GROWS

The H. H. Franklin Mfg. Co. has announced its plans for an addition to the plant in South Geddes street, Syracuse, N. Y. The addition will be 66 by 160 feet and five stories high, and is to be erected at once. It will be used for the manufacturing of aluminum bodies of Franklin cars and will include the upholstering department, carpenter shop, final assembling room and storage. The factory will be doubled next year and there will be room for the employment of 1,200 men, twice the number now on the payroll of the Franklin company.



THE CHASSIS OF THE WAYNE

GOSSIP OF THE GARAGES



THE GARAGE OF THE C. G. NORTON CO., OF MILWAUKEE, WIS.

Branch at Portage—The Bates-Odenbret Automobile Co., of Milwaukee, Wis., has established an automobile warehouse at Portage, Wis., where it is reported it has a good trade.

Thomas' Pretty Girls—The E. R. Thomas Motor Co., of Buffalo, has issued a handsome set of bound photographs, giving interesting group pictures of users of Thomas flyers, showing no end of pretty girls.

Selling Popes—Manager Hough, of the Washington branch of the Pope Mfg. Co., and his staff are busily engaged in taking the annual inventory. Continued good sales on Pope-Toledos and Pope-Hartfords are reported.

Big Brooklyn Fire—An automobile shed situated on West Eighth street, Brooklyn, was recently burned and entailed a loss of nearly \$125,000. Five cars valued at \$20,000 were burned almost to ashes, while the rest of the loss was on the building.

To Charge Bakers—A charging plant for Baker electric vehicles has been established in East Second street, between Bridge and Cayuga streets, in Oswego, N. Y., by C. B. Rice, who is a traveling agent for the Baker Motor Vehicle Co., of Cleveland, O.

Moved to Quincy—Oscar Grothe, who has been connected with the White Touring Car Co., of San Francisco, Cal., has left for Quincy, Ill., where he will take charge of the garage which has just been completed for J. W. Cassidy, local agent for the White steamers.

Ford Catching On—John G. Couzens, secretary of the Ford Motor Co., was in Washington last week on a visit to A. L. Kull & Co., Washington agents for the Ford car. Mr. Couzens expressed himself as being well pleased with the way the Ford was "catching on" in the national capital.

New Iroquois Out—The J. S. Leggett Mfg. Co., of Syracuse, N. Y., has nearly completed its 1905 model Iroquois of the heavy type. It is a side door tonneau, 24 horsepower, with a four-cylinder motor. The company has taken the agency for the Mitchell machine and has secured the services of G. E. DeLong.

Meteors Arrive—The first of the Meteor cars, made in Cleveland for the Washington Automobile Co., of New York, have reached their destination and are continuing to arrive at the rate of four or five a week. They are four-cylinder, 18-horsepower cars and will sell for \$2,750 with wooden bodies and \$2,950 for aluminum body fittings. They have Mercedes control from the wheel, three speeds and reverse, bevel gear drive, pressed steel frames, mechanically operated inlet and exhaust valves and automatic carburetor. The commutator is

driven from the cam shaft, insuring absolute accuracy in the timing. The engine and machinery are protected by aluminum boots under the frame.

New Lowell Garage—Norton & Fuller, of Lowell, Mass., will soon occupy a one-story brick building which is now being finished and which will be used as an automobile station.

Changed Hands—A. L. Hendricks, of Eureka, Cal., has disposed of his machine and automobile shop to G. W. Savage, who will continue the business, besides handling bicycles, gas engines and other accessories.

Big Cadillac Shipment—During the week ending July 30, the Cadillac agency in San Francisco received twenty-four cars of the same model. This was one of the largest shipments of automobiles received in Frisco in one week this season.

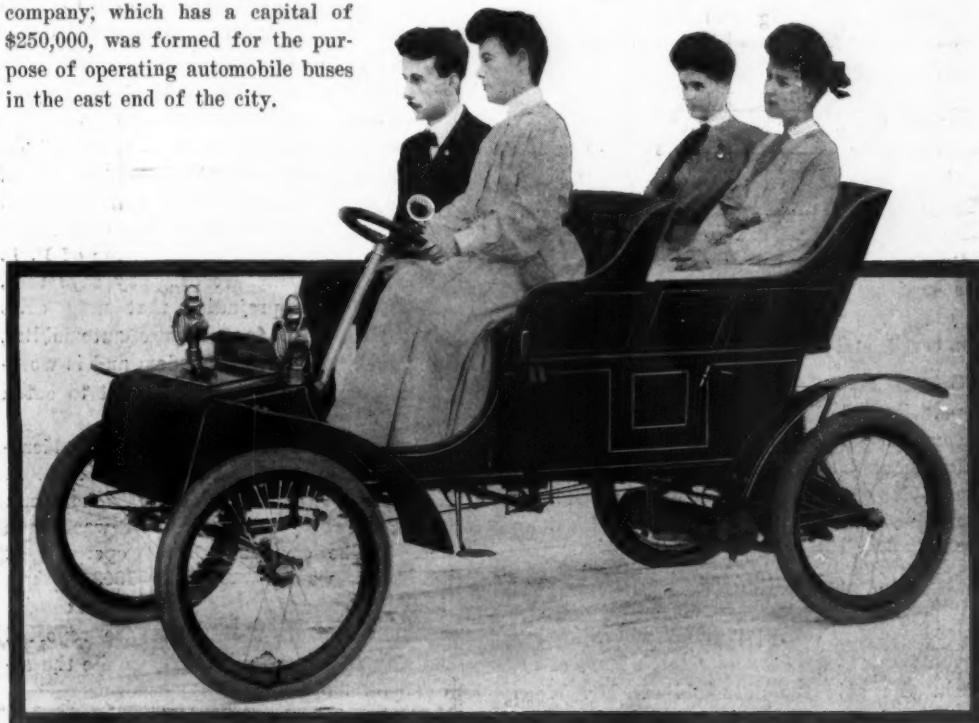
Storing Now—The Central New York Garage Co., of Syracuse, N. Y., has fitted up its station at 310 Harrison street for the storing and repairing of automobiles. The company has a complete equipment for this work and is doing a large business.

Constructing Big Barn—The Auto Traffic Co., of Pittsburg, has recently purchased a piece of land 196 by 101 by 90 by 57 feet near Center avenue and Craig street, upon which a large automobile barn will be erected. The purchase price was \$10,500. The company, which has a capital of \$250,000, was formed for the purpose of operating automobile buses in the east end of the city.

Big Pierce Order—Frank E. Hartigan, manager of the Mobile Carriage Co., of San Francisco, recently left for the east to make arrangements to get cars for the remainder of this year and for 1905. It is reported Hartigan placed an order amounting to \$150,000 worth of Pierce cars, the majority to be of the four-cylinder style. These cars made a tremendous hit in Frisco, and it is principally on account of this fact and to be able to depend upon a large supply that the San Francisco agent started on this business trip.

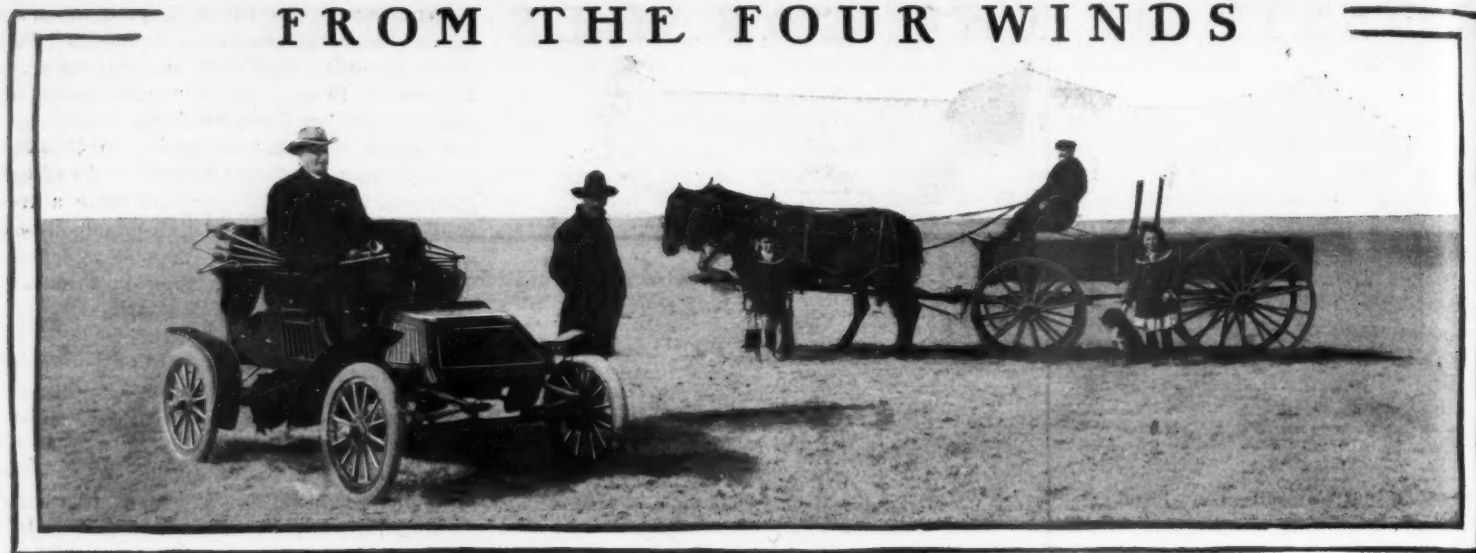
New Providence Garage—Providence, R. I., is soon to have a substantial addition to its list of repair and storage stations, which is now being built. Benjamin C. Loring has leased a large lot of land at the corner of Broad street and Potter avenue for a term of 10 years and work on a garage to be built there has already commenced. The building will be a one-story brick affair and will be 145 feet long and 60 feet wide. This is the first garage in the residential district, and the promoters of the enterprise rely on the large number of automobiles owned in the vicinity to support the scheme. The rental annually for the land will be \$1,600.

Rambler Branches Out—Since last week the Chicago branch of Thomas B. Jeffrey & Co. has added the store located next to it at 302 Wabash avenue, and now the Rambler occupies one of the largest places in the city. "We have a floor space of 50 by 175 feet," said Manager Gunther, "and could easily place 100 cars on the floor without making them look as if patched together. We are pleased with our location, inasmuch as the people who want us know where we are and anybody who wishes to find us does so. Business has been exceptionally good all season, but it has only been within the last 3 weeks that we have been getting the supply of cars which we needed. They have been very busy in Kenosha and could not keep up with the demand. We have a good trade in sundries and keep a complete stock of parts of our cars. They are kept in a special store room and there are several hundred different pieces. We do some light repairing, but only take care of our own cars, and have very little to do."



THE NEW ORIENT TONNEAU CAR

FROM THE FOUR WINDS



MARION CRAMER STAKING A CLAIM IN OKLAHOMA IN AN AUTOMOBILE

Shop Tools Cheap—The Garvin Machine Co., of New York, has issued a new list of second-hand machine tools, many of which are of a style suitable for automobile repair shop purposes.

Five to One—The Electric Vehicle Co. wishes it stated that, contrary to press stories, its Columbia car climbed Mount Washington in 1:15% at the time of the "climb to the clouds," instead of in 1:51%, as reported.

Wants All In—There are at present eight motor cars owned by residents of Monroe, Wis., and Ernest Edelman is thinking of building an automobile stable so that all the owners will be able to keep their cars in one place.

Has Hopes—Kansas City, Mo., has entered the publishing arena with a little automobile journal called *Motors and Motoring*. It is published monthly and, according to its own words, "does not aim at a national reputation—yet."

An Acme Picnic—The employees of the Acme Motor Car Co., of Reading, Pa., held an outing July 30. There were ninety-five workmen present and several of the officials of the company came to the grounds and watched the games.

Tradesman Takes His Life—Leo Jacobi, proprietor of the Auto Supply Co., of New York city, committed suicide July 25. He had been subject to acute melancholia for several months and had attempted to commit suicide several times before.

Same Old Thing—The common council of Port Huron, Mich., has passed an ordinance fixing the speed limit at 8 miles an hour in the business districts and 12 miles an hour in other parts of the town. All cars must be numbered and carry two lamps after dark.

Ottawa Behind—Scranton, Pa., which has a population of 110,000 inhabitants, has 130 automobiles, while Binghamton, N. Y., with only about 50,000 inhabitants, claims more than 100 owners of cars. In Dixon, Ill., there are fifteen owners, while in Ottawa, Ill., there are only five cars.

Makes Tire Grips—Henry D. Weed, of Canastota, N. Y., has engaged apartments in the Smeed building of that place, where he has begun the manufacture on a large scale of his chain tire grip for automobiles. Mr. Weed says that he is being flooded with orders from all parts of the country.

Peculiar Accident—Dr. E. H. Carpenter, of Oneida, N. Y., met with a peculiar accident Thursday while making his usual calls. One of the rear wheels of his automobile got caught between one of the rails of the street car tracks and a brick pavement. The axle was twisted off and the machine ran into the curb-ing.

Motor Car Teas—Wives of Syracuse, N. Y., men who own automobiles are taking advantage of the beautiful drives around Syracuse to give automobile parties. Mrs. Hurlbut W. Smith entertained the Imperial Whist Club on an automobile ride to South Bay last week. Dinner was served and the party returned late in the evening.

Meet at Fort Wayne—There was a local automobile race meet at the driving park, Fort Wayne, Ind., last Friday afternoon. Some 1,500 people saw the events and although the times made were slow the crowd was well satisfied over the first local race meet. During the forenoon there was an automobile parade with fifty cars in line.

Coming Fast—The governor of Ceylon states that the financial conditions in the island are such as to prevent a large expenditure on railway extensions, but he is greatly in favor of organizing motor car services, which are less expensive. Several influential citizens have decided to organize a motor car passenger and merchandise carrying service.

Many Want Them—The Swinehart Clincher Tire and Rubber Co., of Akron, O., has opened branches at 315 Eighth street, Oakland, Cal., in charge of J. W. Rock, and at 514 North Broad street, Philadelphia, in charge of B. L. Mulford. The Swinehart company says that, in spite of any prejudice that may exist against solid tires for pleasure automobiles, it is a week behind on its orders and is working the factory both day and night to catch up.

Lackawanna Motor Co. Fails—Justice Kenefick, of Buffalo, N. Y., has appointed W. C. Carroll temporary receiver of the Lackawanna Motor Co., while John T. Ryan was made referee. The company, which operated at Black Rock, was organized in 1903 with a capital stock of \$5,000, which was later increased to \$25,000. The debts are reported to amount at present to \$10,000, while the assets amount nominally at \$15,000. The winding up of the concern takes the form of voluntary dissolution proceedings.

Going to Clean 'Em Up—Mace Greenleaf, the new leading man of the Thanhouser Stock Co., has created a ripple of interest in automobile circles by shipping to Milwaukee from Boston what is expected to prove the speediest motor car owned in Beerville. Mr. Greenleaf is an enthusiastic motorist and makes a spin in the country a part of his daily routine.

Passenger Service—The South Jersey Automobile Co., located at Bridgeton, N. J., was formed recently for the purpose of doing a day and night automobile passenger service. Two cars are being used on the start, while a third is kept in reserve. Councilman William Daniels, who is also a local machinist, will have charge of the machine work on the vehicles.

Private Garage—A building is being erected by the B. F. Goodrich Co., of Akron, O., next to its plant which will be exclusively used to store the cars owned by members of the concern and employees. It is believed this will be the first building of the kind erected by a concern which is not an automobile maker. About a score of motor cars are owned by people connected with the big tire company and their value is estimated at from \$25,000 to \$30,000.

Enthusiastic in California—According to recent information there are nearly 100 automobiles owned in Stockton, Cal., and the number is rapidly increasing. The streets and highways in the vicinity are among the best in the west and thus motoring is a pleasure in that part of the country. The demand for motor cars is so great that a concern was formed a few months ago which will manufacture all kinds of motor vehicles, from the runabout to the heavy truck, not omitting touring cars and delivery wagons.

Temperance Tour in Cars—An automobile temperance tour is a novelty at this stage of the sport. Rev. Samuel Hoffman Davis, of New York, assistant superintendent of the New York State Anti-Saloon League, accompanied by a quartet, reached Syracuse last Saturday and held two temperance meetings Sunday. Mr. Davis is attempting to promote temperance among automobilists and to stir up temperance sentiments throughout the state. The meetings are undenominational and the two held Sunday were largely attended. The clergyman and his quartet go from town to town in their automobile and average fourteen meetings each week.

Importations Increase—According to George A. Whitehead, appraiser of the port of New York, the importation of foreign motor cars has increased 100 per cent within the last 6 months. Last year the value of imported cars up to July 1 amounted to \$450,000, while this year the value amounted to \$900,000 to the first of July. French cars were in the majority, although the German cars show a decided increase over any previous year's importation.

Sold His Horse—A Providence, R. I., man has disposed of a fast horse which he has owned for some time and has used the proceeds to purchase a touring car. G. H. Willev, who bought Phoebeon W., a bay gelding, as a green horse and trained him until he was given a mark of 2:10 $\frac{1}{4}$, has sold his fast stepper to a Newton, Mass., man in order that he might obtain money with which to purchase an automobile, which, he says, his family will enjoy much more than it would a horse capable of taking first money in five out of six events in which he was entered, as has Phoebeon W.

Sees Big Money—Leon Salet, of Mankato, Minn., is looking for three or four persons who are willing to furnish \$1,000 each, in order to make it possible to organize a company for the operation of an automobile omnibus line. Salet figures that with two cars to start the service about \$4,000 will be needed. The fare will cost 5 cents and six tickets will be sold for 25 cents. The omnibus will have room for twenty-five to thirty persons. Four men will be required for each bus, as they will have to relieve each other. It is estimated the running of each car will cost \$10 per day.

Sort of Paradoxical—Dr. Price, of Mount Morris, Ill., went to Polo, Ill., a few days ago in an automobile and gave a free lecture on the street on the treatment of horse diseases. This was just a little more than the listeners could understand.

Released on Charity—A few days ago an ice cream festival was given by the ladies of the First Methodist church of Anderson, Ind. Automobile rides were also furnished upon payment of an extra 10 cents. While nearly \$40 was taken in in this way, the owners of the automobiles were taken into custody that evening because all had been driving faster than the local ordinance allows. The mayor set all the offenders free because no accidents happened and because it had been for a charitable cause.

Plenty to Read—Not only does the Continental Caoutchouc Co., of New York, publish interesting circular advertising of its own, but it is well "backed up" by the parent European company. Thus it issues in this country an exceptionally valuable line of trade literature. Among the recent productions in this line are a comprehensive and well illustrated booklet descriptive of the care and general treatment of Continental tires; a photographically illustrated booklet relative to the service of Continental tires in international cup races, and a hand book of automobiling in Great Britain and Ireland, which contains a road map of the British Isles and detailed information concerning the garages, repair shops, fuel stations, physicians and hotels in England. The last book should be useful to tourists.

Rapid Work—The Automobile Club of America, commonly known as the Automobile Club of Fifth avenue, New York, has, with its usual promptness in such matters, just issued its official report of the service test of commercial motor wagons held April 4 to 9. The booklet is interesting because it is mainly compiled from information and illustrations published in MOTOR AGE and other trade papers in their issues of April 7 and 14. There is not much additional information on account of the fact that the character of the test was such that comparative data was almost impossible to secure.

Pulled a Gun—While returning to Sheridan, Ill., after having visited a patient in Serena, Dr. J. W. Carr met an automobile driven by Dr. W. McDonald, in which there were three ladies. Dr. Carr was in his buggy and as the horse became frightened he signaled to Dr. McDonald to stop his automobile. After three attempts to induce the doctor to stop, while the horse continued to show signs of great fright, Dr. Carr pulled his revolver and shouted: "Stop, if you value your machine." McDonald immediately brought his car to a stop and then Dr. Carr passed ahead. When Mr. McDonald arrived in Sheridan he swore out a warrant against Dr. Carr and the case will come up for a hearing this week. Opinion is much divided as to who was wrong. Some say that Dr. McDonald ought to have stopped his car at the first request of Dr. Carr, while it is also believed the latter ought not to have pulled his revolver, although it is claimed it was merely done to intimidate rather than to do any harm.

AFFAIRS OF THE CLUB MEN

Carried Fifty—Fourteen cars carrying nearly fifty people, mostly members of the Davenport Automobile Club, of Davenport, Ia., took part in the first club run of this season last Sunday, which was to Le Claire, Ia.

Club at Logansport—Automobile owners of Logansport, Ind., have decided to organize a club and to join the Northern Indiana Automobile Association after the new organization has been completed. There are a score of owners in the town.

Africans Have Club—The Johannesburg Motor Cycling Club is one of the latest organizations on African territory. It is stated that there are nearly 100 motor cycle owners in the Transvaal capital and most of them have joined the club.

Races and Tours—The annual run of the Automobile Club of California to Del Monte will take place August 18. A 2-days' race meet will be held on the following 2 days, while August 21 will be devoted to a run around the 18-mile drive which is one of the most beautiful in the western part of the country.

Oppose Ordinance—At a meeting of members of the Chicago Automobile Club, held last Thursday evening, it was decided to use every possible means to oppose the ordinance recently signed by Mayor Harrison. Many members believe the ordinance is illegal and that if taken to the higher courts the case would probably be decided against the city. At the party given last Saturday at the Illinois theater there were 150 members of the club, which now lacks only a score of the 400 mark. The club house is receiving an inside cleaning.

Colorado Race Meet—At a recent meeting of the Colorado Springs Automobile Club, of Denver, Colo., the following officers were elected: President, E. W. Center; vice-president, Charles MacNeill; secretary, S. E. Pierce; treasurer, T. E. Curtin. W. J. Batchelder, B. C. Allen and W. W. Price will serve with the officers on the executive committee. The club has decided to organize a race meet at the Overland track August 27. All the events will be open to owners exclusively.

Long Run Planned—Twenty members of the Birmingham Motor Club, of Birmingham, Ala., have decided to make a run to the St. Louis fair, starting from home August 15. From Birmingham to St. Louis the distance is nearly 520 miles and the party expects to get to the fair grounds within 5 days after the start. The route chosen is through Decatur, where the Tennessee river will be crossed on a ferry boat, thence to Columbia, Franklin, Nashville, Hopkinsville, Ky., Evansville and St. Louis.

Booming in Joliet—The Joliet Automobile and Country Club is the latest organization to make its appearance on the list of new organizations in Illinois. Twenty-eight, or about a third of the automobilists of Joliet, met last week in Plainfield, Ill., and discussed the advisability of forming a new association. The result was that the club mentioned was started and a committee was named to look up a suitable piece of land where a permanent country house will be erected. It was decided that, although the membership list should be limited to 100, others besides automobilists may become members.

Maryland's New Officers—The officers of the Automobile Club of Maryland are: President, William Keyser, Jr.; vice-president, William S. Belding; secretary, C. Warner Stock; treasurer, William Knabe; board of governors, Richard J. Leupold, Gillet Gill and William S. Belding.

Here's Originality—The Davenport Automobile Club, of Davenport, Ia., has introduced a new feature. A repair man will go with the club on its runs. There will also be a leader on each run. A. H. Reubsam, marshal of the club, has issued the following rules:

Profiting by the experience gained on our last run, the club has engaged the services of an experienced repair man, whose duty it will be to bring up the rear of the procession, both on the going and return trip, with a complete repair outfit and necessary supplies, and who will render aid and assistance to any and all who may be in need of his services, without charge to the individual, except for such supplies as he may need to furnish and these at reasonable prices.

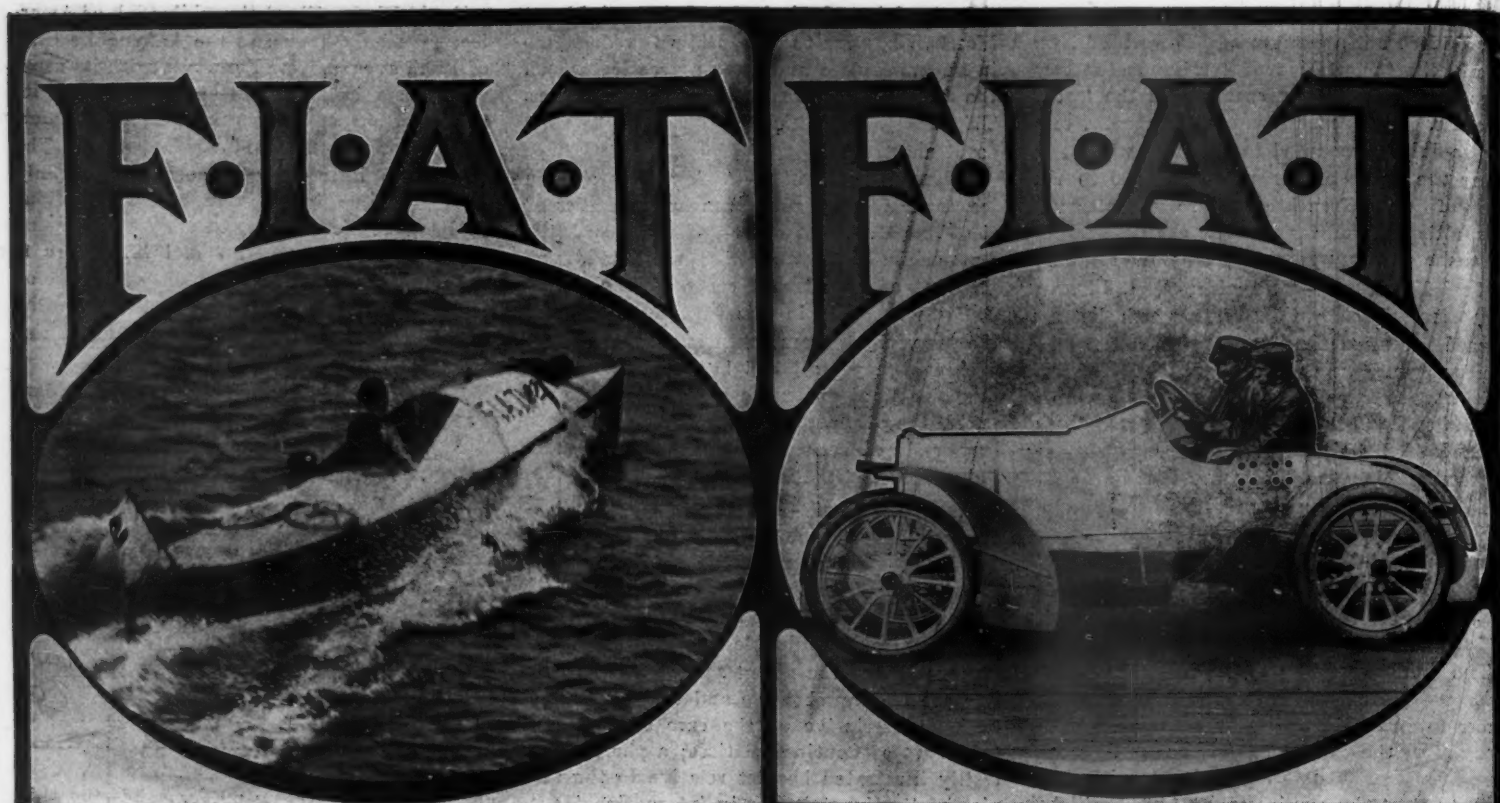
A leader, who has lately been over and knows the best roads, will lead the way, and mark turns of the road by scattering a handful of paper bits in the road just before and just after making a turn. He will also scatter these paper bits before reaching bad bridges, chuck-holes in the road, etc. When you see the paper check up, for either a turn or a bad place is ahead of you.

Don't pass the machine ahead of you.

If the rig ahead is in trouble, which can be easily remedied, help him out. If it is of a more serious matter, resume your position in the parade and continue on the trip. The repair man is coming and he wants to earn his salary.

Don't forget that bad tires to start with are apt to prove a source of annoyance later on.

Don't crowd the machine ahead unless the one behind is crowding you. Keep your eye on the machine behind.



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